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OCTOBER 24, 1959

The SPHERE

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MOTOR SHOW NUMBER

THE 1959 EXHIBITION AT EARLS COURT

SPECIAL ILLUSTRATED SECTION IN THIS ISSUE

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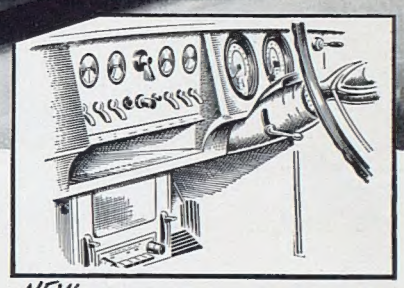

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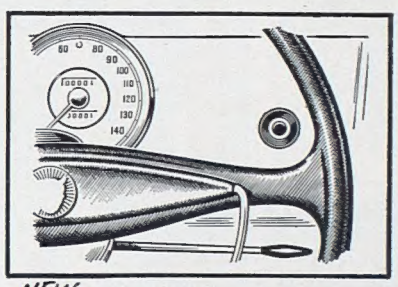
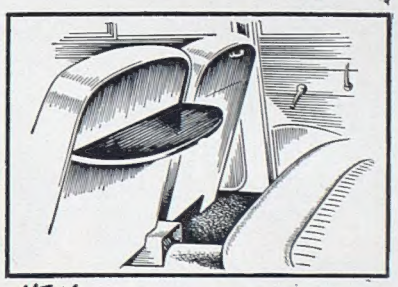
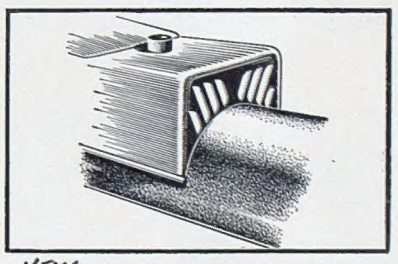


NEW. Before the driver's eyes is the "safety eye" which warns of any drop below the safety level of brake fluid. Note, too, the "straight ahead" siting of the speedometer.



NEW. Passengers will appreciate the convenient folding tables which remove the hazards from taking refreshment within the car.



NEW. Rear compartment heating has received close study and an even spread of warm air is now ducted at floor level to passenger compartment.

THE NEW 2·4, 3·4 & 3·8 LITRE Mark 2 MODELS

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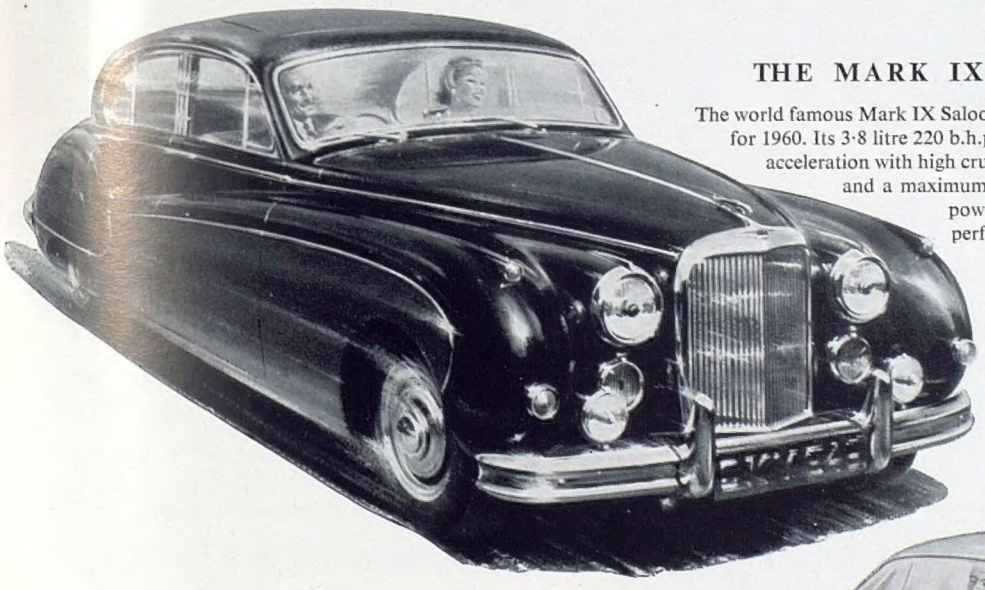

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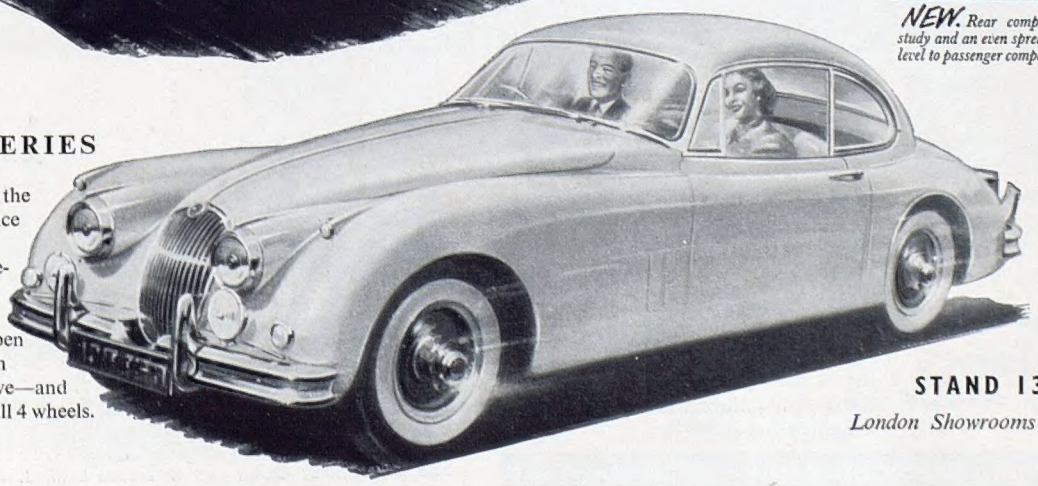

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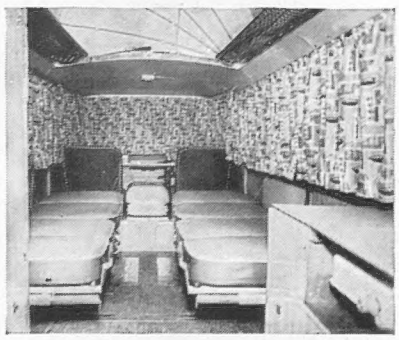

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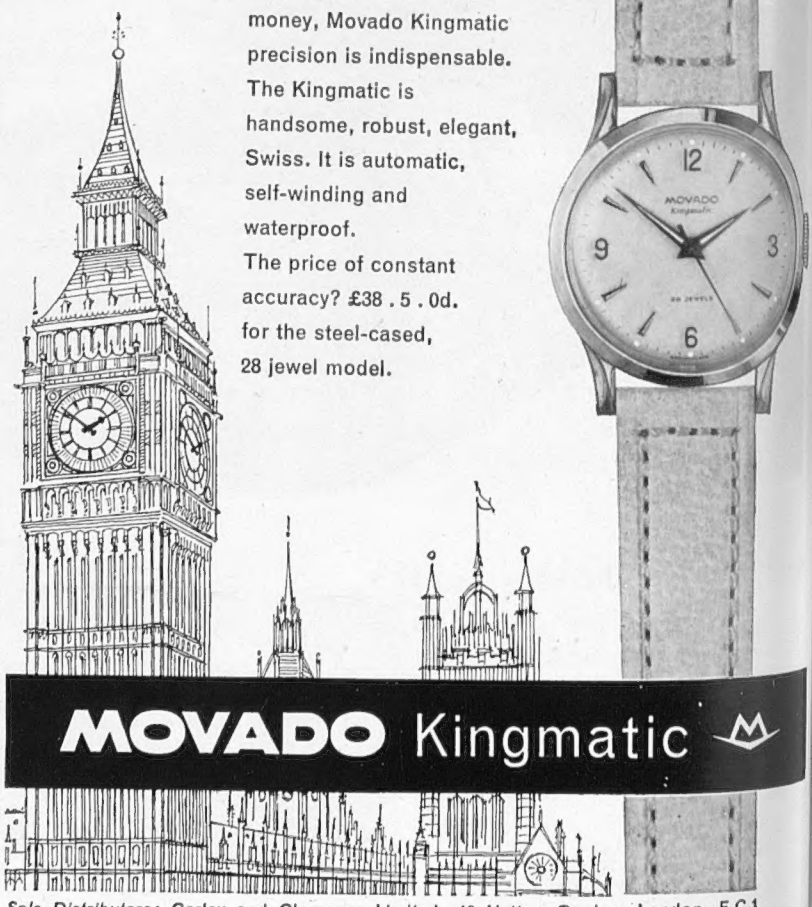

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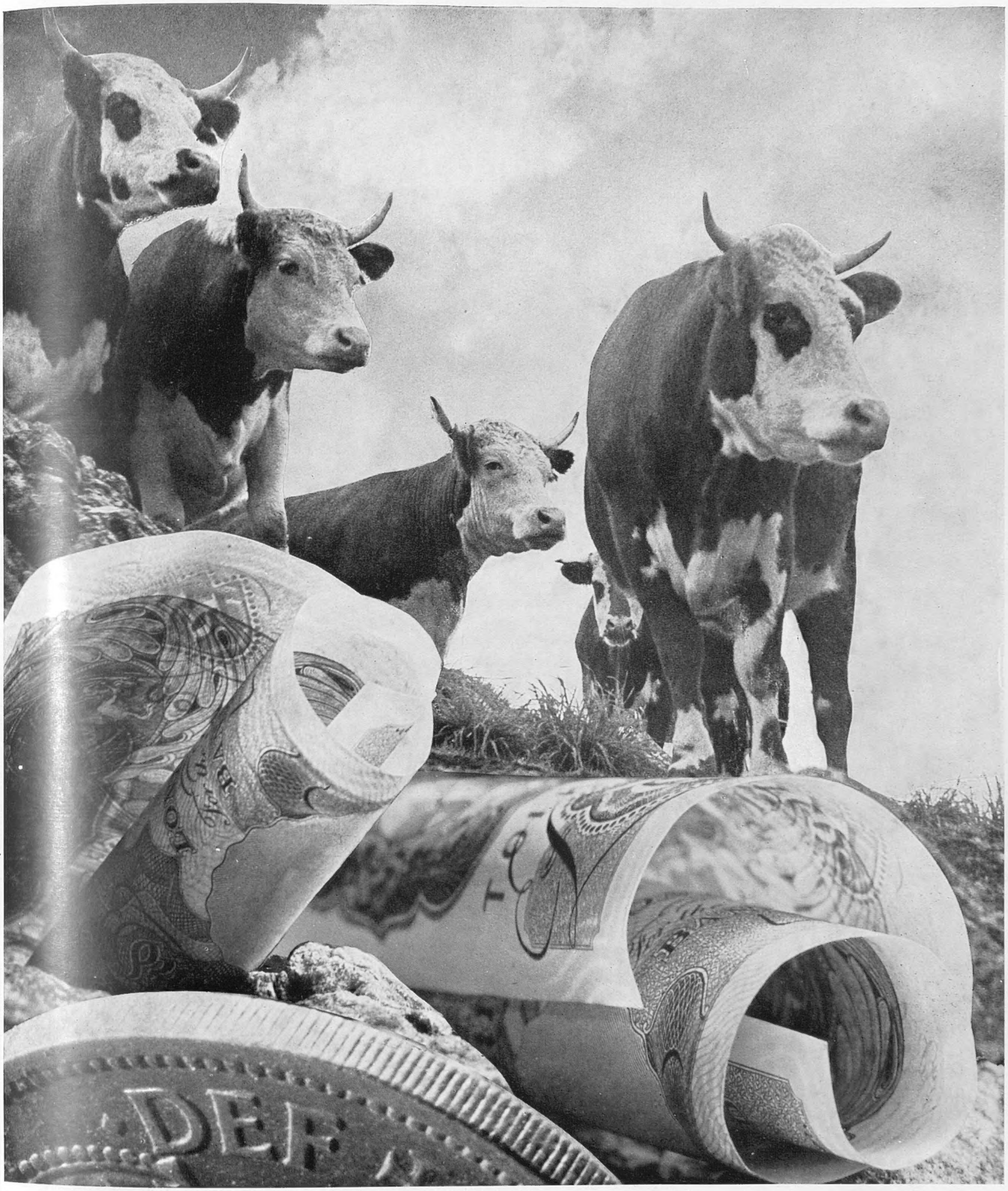

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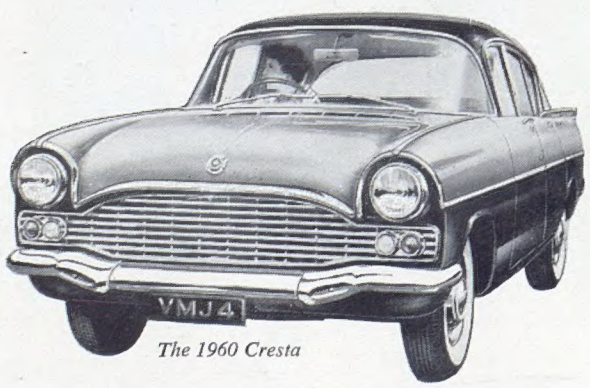

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Volume CCXXXIX No. 3099

The SPHERE, London, October 24, 1959

The SPHERE

with which is incorporated THE GRAPHIC

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ON GUARD AT BUCKINGHAM PALACE—INSIDE THE RAILINGS: In the Palace forecourt, the sentries on duty are relieved. It was their first spell of sentry duty inside the forecourt in front of the Palace after the guard was moved from the footway outside the railings. On duty at the time of the change-over was the Third Battalion, Grenadier Guards. Many people gathered last Saturday to watch the guardsmen in their new position for the first time. The move broke a tradition which went back to Victorian times.

At Buckingham Palace the sentries now stand in isolation behind the railings which guard the forecourt of the Palace. The change was made last Saturday, making a break in a custom which was begun in the reign of Queen Victoria. Now the guards stand in sentry-boxes on each side of the two side arches, while the railings protect them from the press of sightseers and amateur photographers. During the summer there has been an amount of controversy about the treatment afforded the sentries by tourists and sightseers; at times it almost appeared that the guards were being attacked; their shins in particular suffered. Counter-attacking by the sentries was frowned upon by commanding officers. Now, according to Lieut.-Colonel A. G. Way, commanding officer of the Third Battalion Grenadier Guards, who were on duty at the time of the changeover, the men are " pretty happy." A policeman on duty on Sunday said that the crowd of sightseers was much larger than usual. They pressed against the railings but they were too far away even to be able to count the number of buttons on the tunics of the sentries as they marched up and down.

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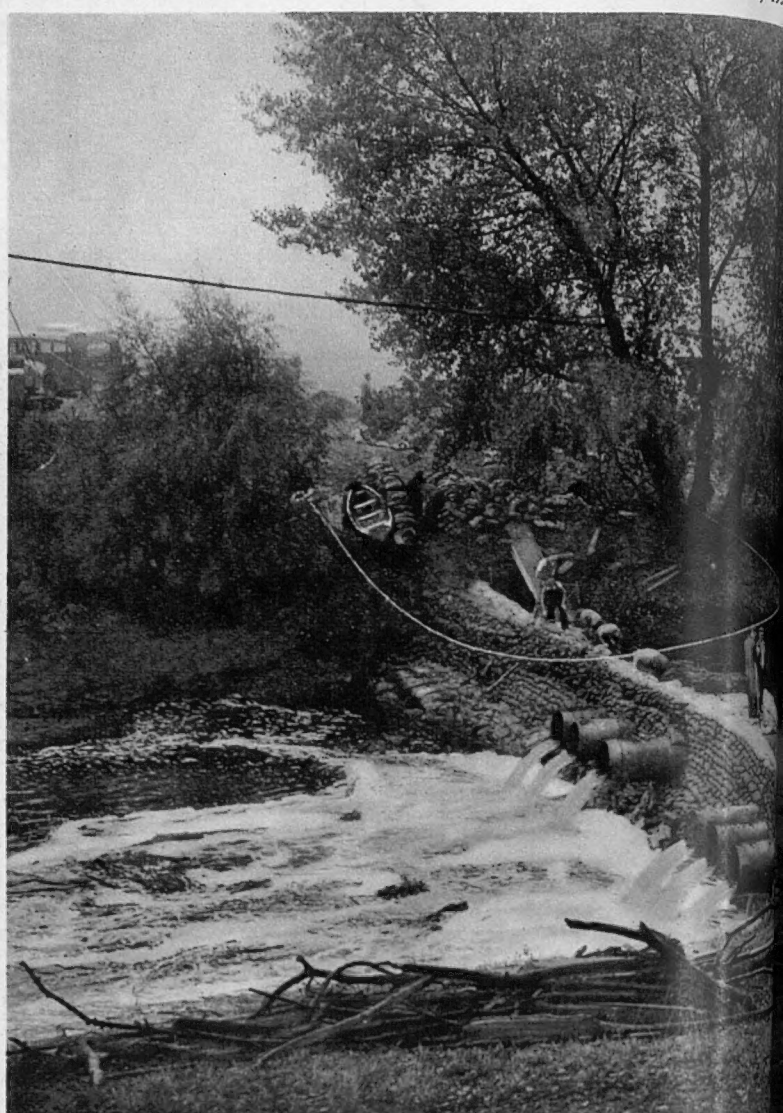
PRINCESS MARGARET IN LONDON: On the Princess's right at the Hyde Park Hotel is Major-General Sir Robert Hinde, Colonel of the 15/19th The King's Royal Hussars. Princess Margaret, their Colonel-in-Chief, was attending the bi-centenary ball of the regiment.



BATTLE AGAINST THE TIDE: A temporary weir across the River Tees at Low Worsall station which takes the water from the river for use at the Wilton works of Imperial salt water carried up-stream by the tide from reaching the Wilton pumps.

A London Newsletter

195-198, STRAND, W.C.2.

Shaking the Bottle—Cabinet-making soon became the current thrill. Some said there would be but trifling changes in Mr. Macmillan's new Administration and that the old Cabinet would largely continue to carry on the good work of past years. Loyalty and trust in his colleagues is most desirable in a Premier and Mr. Macmillan has shown both. But one of the ideals which he stressed, and indeed spoke of as a fact, is that we are to-day a classless society. He will realise that for a time at least a very high minority of the nation will be sore at defeat and very ready to jibe at "the Establishment" and the old-school-tie gang. And no doubt, too, he will realise that the Tory victory must have owed a lot to the votes of Conservative union men and workers in all fields. It was my hope that in the new appointments those invaluable men would be better represented, at least in junior posts, by men of their own sort. If a classless society has arrived, it must be *seen* to have arrived, and for my part I shall be sad if this solid victory leads us even by a little back to the days of privilege and nepotism, and if the new administration reads too much like the male guests at an Edwardian country-house party or an Old Boys' dinner enlivened by the "Eton Boating Song" and "Forty Years On." I shall be even sadder if the next New Year Honours List contains, on the Premier's recommendation, even as many as four hereditary peerages and four new baronetcies. The days are past for these now unnecessary absurdities.

The Jobs to be Done—"And now to work," as I.T.M.A. used to say. Nobody wants a plethora of legislation crowded into the first Session. There should be time for calm thinking. But, with a very handsome working majority, a lustre of settled government appears to stretch out ahead. A programme of continuation of the good work already done was promised the electors. There are plenty of lesser reforms not specifically mentioned, but none the less important and overdue, some of which are appropriate for introduction by Private Members' Bills. And private members of all parties should have a better chance for their little Bills to be attended to than of late. The last effort to amend the laws on crime and punishment already bristles with errors, illogicalities, contradictions and fog, and the chiefs of the judicature and the magistracy who must interpret it, have been loud in condemnation of some of its compromises. It has done nothing to check the alarming increase in crimes of violence and in juvenile delinquency, and there could be nothing retrograde in strengthening its sanctions. The laws on betting and lotteries are a mess and go back to Tudor times. Lotteries are outlawed, pools are encouraged. Sunday Observance laws are farcical and disobeyed without penalty wherever they are obviously antiquated and absurd. The Shops Act of 1950 is a bad joke. Licensing laws are muddled not only to Justice Muddlecombe, and the "Club" expedient a scandal. The whole subject of drink and car-driving requires the most urgent attention. A Royal Commission has already tried and failed to harmonise Church and State views on divorce, or to obtain consideration for the recommendations they made. And, to some of us as important as any reform, there is urgent need of a measure to outlaw unnecessary noise from planes, cars, motor bicycles, wireless sets and road-breakers.

Public Opinion Polls—Certainly public opinion polls were among the defeated in the late General Election. If they had earlier built up some sort of reputation for accuracy, it was surely "with a little bit of luck." I have myself never believed in them and never experienced them. I expect that the quizzers very carefully choose their victims to avoid snubs, and recognise certain types of human beings as likely to show their inquisitors the door, politely or roughly. Of which class (and I believe it to be large) I am a member. I very much resent the appearance of any unauthorised person who calls on me to ask me questions, and I extend my dislike to many who present a card of authority to snoop. Large as this class is which are averse from telling their private thoughts to strangers, I expect a still larger class is made up of people who enjoy being asked questions and are not particular what views they express so long as they can prolong the interview and keep in the rare limelight and express all sorts of thoughts and ideas which they are not perhaps competent to "get into print." Such people are not very likely to afford accurate data of what they and their kind really think on given subjects, least of all political, or of how they may act on a given day or on a certain occasion.

"THE SPHERE" CHRISTMAS NU

IT is not too early to place your order now if yo make sure of catching the overseas mails are many pages in full colour besides the cover above. These include a new reproduction of Ripe," Millais' famous painting, which had a s success when it was first published in 1880 in *Th* (now incorporated in THE SPHERE); "Dogs Th Ages," by Pauline Baynes; the "Court Life o King," by William McLaren; "Christmas in by Geoffrey Fletcher; "Still Lifes," by Jan E charming Renoir; colour photographs of Ballet and other colourful subjects. In black is a magnificent oil painting by Montague articles by W. Macqueen-Pope and George and the work of several well-known artists—ne

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mplete. Further up the river there is a pumping dustries Ltd. The weir is being built to prevent uld cause considerable damage to machinery.

A BREAK IN THE WEATHER: At Stratford-upon-Avon visitors to the Mop Fair wear raincoats and carry umbrellas. The striped awnings protect the stalls and arcades from the rain. Mop Fair is held every year on October 12 in the town centre. Normally the fair attracts many hundreds of visitors to Stratford-upon-Avon from all over the Midlands, some of them coming for the whole day.

n short, I am more sure than ever that public opinion olls are bunk, a joy to the windbag and the egotistical who have few opportunities to be listened to seriously, nd entirely futile when practised on the average English-han, whose home is his castle and his mind a private anctuary.

In Defeat—By general agreement, Mr. Gaitskell ook his disappointment and defeat in the true "public chool" spirit. Nor was this fine spirit confined to public chool alumni. It was a fair election, polling day was, n the whole, a model of "playing cricket," and the last ectic days were not more embittered with *tu quoque* and uctioneering than was to be expected. Perhaps Mr. Morgan Phillips showed up a little less well as a "good ricket" player in the first hour of disappointment. He harged up the Socialist defeat to the millions poured ut for years past by the Tories on publicity. They on, he said, on the cheque book. But a cheque book, fter all, contains only promissory notes, and the Socialists ertainly lost the election on *their* promissory notes. he Tories' cheques at any rate were not returned R.D. he majority of the electors thought that the Labour heques might be so marked. One more comment on te late election: a word of admiration and praise to Mr. Dimbleby, his two coadjutors and to his team for their perb marathon and endurance test. If any further proof ere needed that TV appearances need intensive training nd are highly-damaging to semi-trained amateurs, oratius Dimbleby and his two assistants, as they held e bridge for forty-eight hours, supplied it. They were roughout as smooth and easy and natural as intelligent d friends in a group round the fire at a week-end party.

"Walking Out"—It would be wrong to ggest that the Labour Party in general is more small-inded than any other Party. Its leader has shown gnity and sportsmanship in defeat, and so have a notable mber of the Party's leaders and the Unions' leaders. evertheless, one reason why I am glad the Socialists lost e election is that so long a list of small-minded, vin-ctive actions has been registered in our memory in recent ars among cliques and sections of Socialists. "Sending Coventry," penalising so-called blacklegs in unnecessary ikes, black-listing and banning, "walking-out" from nferences, all these are examples of petty spite and rrow prejudice which in bulk brand a whole party as all-minded; and most unfairly, since "sportsmanship" d "playing cricket" are not, and never were, a preroga-e of the old-school-tie boys (and old school ties are t the asset of one party anyway). Nevertheless, the cision of some of the Labour councillors at Bolton to ycott the civic luncheon to Field-Marshal Montgomery on October 13 added one more example of small-mindedness to a long list. After all, "Monty" handsomely apologised for an ill-judged and over-exuberant jest. Some of these examples typified the weaknesses of the fictional French governess in Edwardian novels, always *blessée* and seeing an insult to her dignity from her employers and their servants every day, or of her German counterpart who revelled in petty, vindictive punishments of her pupils. Neither of them, of course, possessed a scintilla of sense of humour. If all of us were as small-minded and vulnerable to "slights" and to criticism, we should become a nation of hermits, a nation composed of 50,000,000 eremite midgets, and our national reputation for a sense of humour would totally die.

Memory of a "Legend"—Long years ago, before the wars, I spent a month or two in Florence and, like many more important people (such as Princess May of Teck), I record the experiences of those weeks as a chief factor in such education in the arts as I possess. A day came when I was taken out to luncheon with Bernard Berenson at his villa outside Florence. He was already a legend and he was surrounded, then as always, by a devoted band of clever young men who sat at his feet and drank in his words of wisdom on life and art. Berenson came of a very long-lived race. His father, a Lithuanian of Jewish stock, lived to be a centenarian. The family went to America in the '70's, where Bernard was educated at Harvard. He found his vocation as an art critic during years of further study at Oxford and in Germany and France, and was still a young man when his authority on Italian Renaissance Art was recognised as supreme. He married a sister of Logan Pearsall Smith and of Mrs. Bertrand Russell, and she died in 1945. For decades, before and after, his villa at Settignano was a centre for art-lovers and intellectuals, young and old and of every race. I can recall his appearance, and his consideration as a host for a shy and raw young ignoramus; and perhaps there was revealed a slightly malicious sense of humour in his kindly effort to single me out for attention as one of his guests. He led me up to a primitive hanging on the dining-room wall and asked me my opinion of it. Thank Heaven, my answer is not among my youthful memories, but, oddly enough, the picture in question is vividly remembered.

The Guards Die But . . . ?—From now on the sentries on Buckingham Palace will be mounted and will carry out their duties inside the Palace railings. For years this revolutionary change has been in the minds of the War Office chiefs and commanding officers. Incidents this summer brought the decision to a head. The crowds which have interfered with the sentries increasingly and more and more impudently are not only a feature of summer- or holiday-time. The nuisance goes on most of the year when the weather allows. So all the sentry-boxes have gone permanently inside, and not only on special occasions when unusual crowds are expected. *Quis custodiet ipsos custodes*? or *Quid pro quo*? The railings henceforth become the first, and not the second, line of defence, and inside their new barrier the sentries will be able to make the best they can of their old drill with their new F.N. rifles, without the unwelcome attentions of mannerless gapers. It is said that the new weapon has sadly spoilt the majesty and precision of the drill, and the sentries certainly need a quiet time if they are to overcome this handicap.

An Apt Quotation?—I was sent the other day a copy of a letter which had appeared in the Provincial edition of *The Times* on December 9, 1936. It was written over the signature X.Y. and was a "fairly accurate" translation of a speech by Titus to Berenice in Racine's play of that title (Act V). It was on December 1 that the "Abdication" sensation broke over England as a result of the Bishop of Bradford's initiative at his Diocesan Conference, and during the next few days King Edward VIII was deeply concerned with the line which the British Press would take. He and Lord Beaverbrook were agreed that *The Times*, under its then editor, Geoffrey Dawson, would be outspoken; in the King's own words that "*The Times*, under the pitiless pen of Geoffrey Dawson, would lead the attack." Now, as I understand it, Geoffrey Dawson, when X.Y.'s letter was brought to his notice, was much upset by it and took urgent action to keep it from his London readers. The gist of this excessively apt quotation from *Racine* was Titus's uncompromising refusal to sacrifice his empire to his love and declared his determination that no inducement could move him to "sigh his life away at the world's end," "a hopeless, throneless king," condemned by gods and men. The letter appeared some time after the Bradford bombshell; Dawson's attitude to the Abdication crisis was no more in doubt than Baldwin's or the Primate's. Why, then, was Dawson so terrified of the letter appearing in the London edition? Was it that it might by a fraction of time have broken the Press pact of silence? Or was it some fear of the laws of libel, or was it that Dawson, more clearly than most contemporaries, judged that the existence of a throneless king at the world's end, who had sacrificed an Empire for love, might not prove so intolerable a servitude as Titus foresaw? Despite the tragic photographs which periodically reveal the Duke's advance to old age, we have little evidence that the doom Titus foresaw has worked out.

THE OLD STAGER

THE ILYUSHIN 18 MAKES ITS FIRST APPEARANCE IN LONDON: T… four-engined turbo-prop airliner, owned by Aeroflot, … Soviet civil airline, comes in to land at London Airport. … was making its first appearance in this country to rep… the TU 104 on the Moscow-London run. The change has b… made while alterations are undertaken at Copenhagen Airport, … the TU 104 (which is a larger aircraft) is expected to be back … the east-west route in November. *On left*—The control pane… the aircraft, which has a crew of eight. The Ilyushin 18, … accommodation for 100 passengers, has a span of nearly 123 ft. … length of 117 ft. It was introduced on Russian domestic routes … the spring and there are believed to be at least fifty in service. … Russia, the plane is said to operate on tariffs as cheap as train …

ALL-PURPOSE FLYING

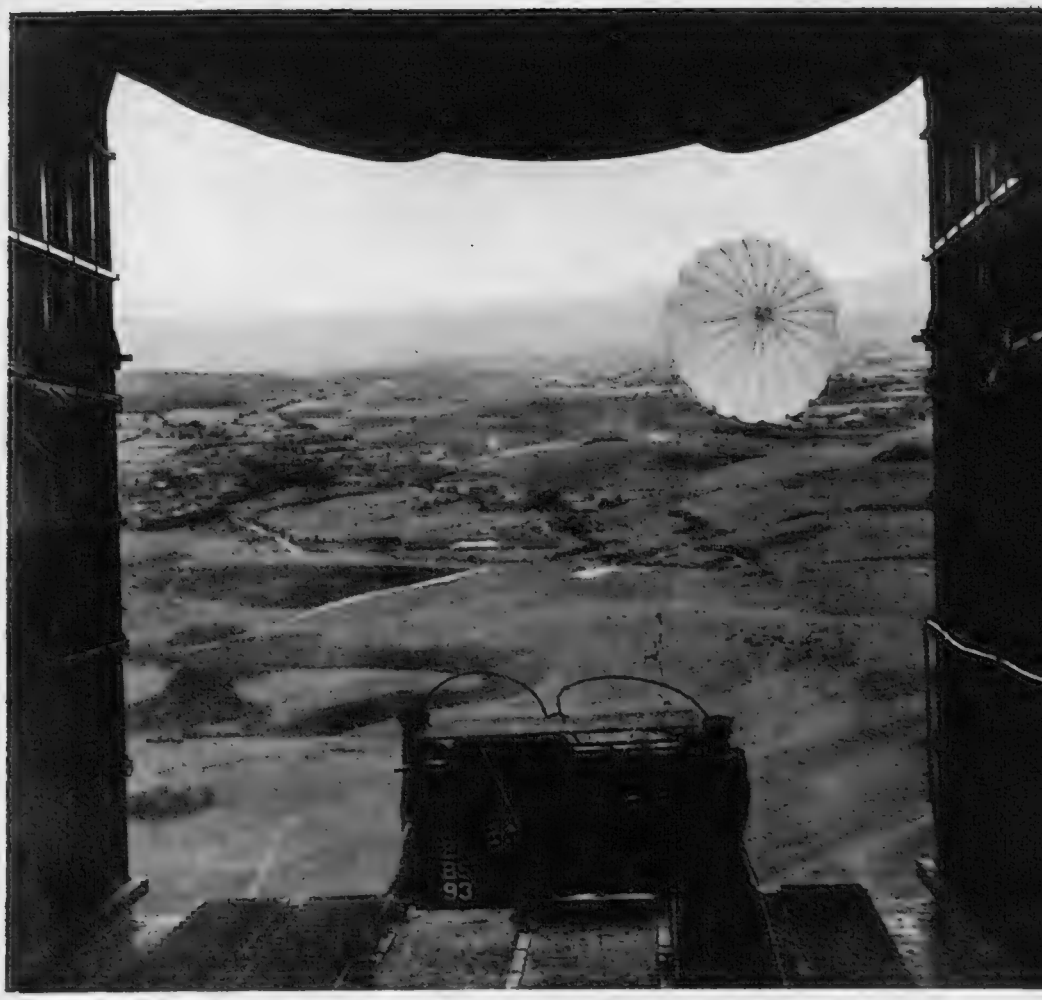
A Russian Passenger Aircraft; An American Helicopter and a Vertical Take-off Plane; British Jets and Paratroops

Below—

THE FIRST CROSS-COUNTRY FLIGHT BY AN AMERICAN V.T.O.L. … CRAFT: The Doak 16 vertical take-off and landing resea… aeroplane flies across the Californian desert. The ducted … on the wings rotate through 90 degrees; they point horizontal… level flight and vertically for take-off and landing. The U.S. … announced the acceptance of the Doak 16 on the completion … flight-testing programme, and a new contract was also announ… for flight evaluation tests under the aegis of the U.S. … Air Force and National Aeronautics and Space Administ…

U.S. ARMY'S FIRST TURBINE-POWERED HELICOPTER: It is the HU-1A Iroquois, a six-seater utility machine designed for use for front-line evacuation of casualties, moving special teams or crews, transport of supplies and, with dual controls, for instruction training. The Iroquois can run on a wide variety of fuels.

OVER NORTH-EASTERN ENGLAND: Seven Gloster Javelin F. (A.W.) Mark 7 aircraft of No. 33 Squadron, R.A.F., fly in formation over the coast of Yorkshire, near Whitby. At the end of this month the Squadron is to visit Greece, flying to the Royal Hellenic Air Force base at Larissa. The last time it was in Greece was in 1941, fighting the Luftwaffe. The Javelin was the first twin-engined delta-wing aircraft and the first in Britain to be designed for a specific operational role—that of an all-weather fighter. The first prototype flew in 1951 and the Javelin entered service with R.A.F. Fighter Command in 1956. The Mark 7 has one gun on each wing and can carry two Firestreak missiles, or one Firestreak and a pod containing thirty-seven 2-in. unguided rockets under each wing. It carries a crew of two, the pilot and the radar operator.



AKING PART IN ARMY AIR MOBILITY TRIALS: *Left*—Men of the 16th Independent Parachute Brigade board an R.A.F. Beverley freighter at Abingdon, in Berkshire, to be dropped over Salisbury Plain during Operation "Red Banner." *Right*—A Land-Rover is dropped by parachute from the tail-end of a Beverley. The parachute of the previous vehicle to be dispatched can be seen. During the mobility trials, Beverleys of Transport Command were used to drop parachutists and supplies, to evacuate casualties, and as air transports.

RUSSIA'S SPACEMEN IN TRAINING: Wearing a space suit, the aeronaut sits in a flight test chamber which simulates conditions of space travel. *Right* is another trainee spaceman having registration meters fixed to his body before he dons his space suit.

RUSSIAN TRAINING FOR SPACE FLIGHT

Men and Dogs in Tests for Future Space Travel

Twenty young Russians have been training for two years to fly into space. In contrast to the publicity given to the seven American aeronauts, little is known of the Soviet men. Their base, closely guarded, is in the desert of Uzbekistan and Kirgistan, in Central Asia, about 2,500 miles from Moscow. Russian scientists state that they will not attempt to put a man into space until they are reasonably sure of his return alive.

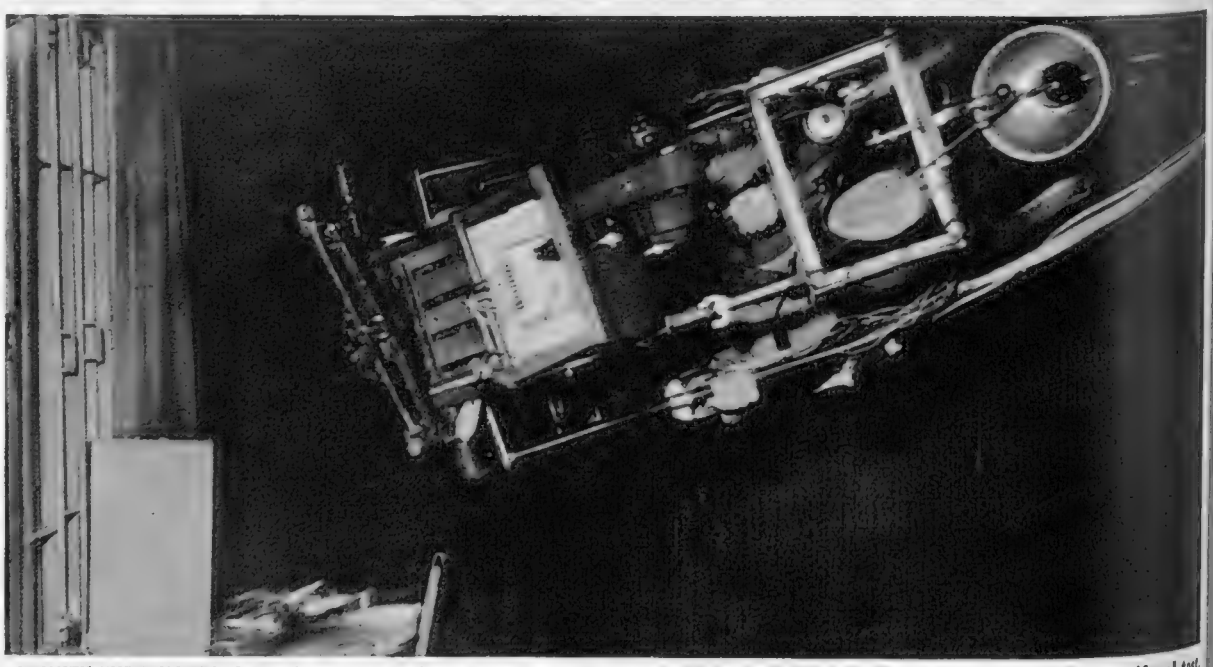
At the base, a rocket is being tested that will penetrate 200 miles into space and can be brought safely back to earth. It is stated that to conquer the problem of re-entry through the earth's atmosphere a special braking apparatus has been devised; a series of parachutes, controlled from the base, will also be used. Inside the rocket is insulation to protect the traveller from the white-hot outer shell, heated by its impact with the atmosphere. In test flights the Russians claim to have brought back two dogs alive and unharmed.

The Soviet aeronauts are being trained and given experience in much the same things as the American volunteers: weightlessness, violent acceleration and deceleration, changes in pressure, and extremes of heat and cold. The young men sit for hours in pressure chambers and heat chambers, and are whirled about in fast-turning machines, while scientists and technicians record the reactions of their space-suited bodies.

Americans are hesitant about giving a date for their first attempt to put a man into space. It is reported from Russia that the Soviet attempt is being planned for next spring.

A CANINE AERONAUT: Two technicians hold a dog dressed in a space suit after it had undergone tests in an altitude chamber. Much of the work being carried out by the Russians is concerned with the problems of air pressures and the suits are fitted with devices compensating for reduced pressures. The Soviet base is in the desert of Uzbekistan and Kirgistan, Central Asia.

On left—
MAN AND DOG: Clad in space suits, they enter a test chamber for a simulated flight. The Russians state that two dogs have already been fired far into space and have returned alive and unharmed. There are twenty men undergoing training—all of them under thirty years of age. The Russians, it is reported, are making plans to shoot their first man into space in the spring



GRAVITY EXPERIMENT: A Russian space trainee grips tightly to supports as he is whirled round and round in a centrifugal test. He feels his body becoming heavier. Other tests carried out by the Soviet scientists include conditioning the men to great extremes of heat and cold and to weightlessness. Meters on the body record physiological reactions to the conditions.

THE NEWS IN PICTURES

DISASTER IN THE HIMALAYA: Two members of the all-women climbing expedition to the 26,750-ft. Cho Oyu were killed in blizzards at over 23,000 ft. They were Madame Claude Kogan and Mlle Claudine van der Stratten. Two of their Sherpas were also killed. The picture shows members of the team before they left France. From left are L. Bolaz, C. Le Bert, Madame Kogan, who was the expedition's leader, J. Franco and Mlle van der Stratten. At the beginning of October the two women and Sherpa Angnoribu went up to establish Camp 4. On the following day two sherpas started out for the camp but one was killed in an avalanche. Blizzards raged for a week and when a search party at last reached Camp 4, they found it destroyed.

FIRE ON THE OUTSKIRTS OF LOS ANGELES : A low-flying aeroplane drops a load of borate extinguisher solution to check the flames in the brush on the San Gabriel mountains. *Left*—Huge flames leap partly over the Angeles Crest Highway as the brush fire in the Angeles National Forest spreads. Thirteen aircraft were used to combat the flames in inaccessible areas. The centre of the fire was in an isolated region near Brown Mountain; it swept over more than 1,800 acres of brush, required to control the run-off of winter rains, and was out of control along a 25-mile perimeter. As more than 1,000 firemen fought the flames in different sectors, the fire spread to the edge of one Los Angeles suburb and threatened another before it was got under control. At one time the flames were within two miles of the Caltech jet propulsion laboratory, which is a key centre in U.S. space research.

On right—

THE NEW CHURCHILL COLLEGE AT CAMBRIDGE: Sir Winston Churchill, accompanied by the Master of the new college, Sir John Cockcroft, arrives for the tree-planting ceremony. In a short speech afterwards he announced that the Ford Foundation of America had donated £357,000 and that the Transport and General Workers' Union had given £50,000 in memory of the late Ernest Bevin.

On right—

THE BICENTENARY OF A FAMOUS PUNJAB REGIMENT: Field Marshal Sir Claude Auchinleck talks to Sepoys of the Second Regiment of the Madras Native Infantry, dressed in their uniforms of 1824. Colonel of the First Punjab Regiment, he led the parade at which President Ayub Khan took the salute, during the bicentenary celebrations in the Lahore Cantonment. The Field Marshal led the First Battalion as a captain in the First World War.

EXPLOSION IN A SHIPBREAKING YARD IN SCOTLAND: Hoses throw water on to the decks of the oil tanker *Saint-Gobain* at Thomas Ward's shipbreaking yard, Inverkeithing. Foreground are some of the buckled plates from the hold where the explosion occurred. One man was killed and four injured in the blast, the noise of which was heard 14 miles away. A police enquiry started into the causes of the disaster. Nobody was on board the Swedish tanker, which was being broken up, but there were men working on the tanker *Etrema* and the *Hilary*, a passenger cargo vessel, which were moored alongside the 10,000-ton tanker.

THE NEWS IN PICTURES

THE WINNER OF THE CESAREWITCH: Come to Daddy, ridden by D. Smith, comes in easy winner by five lengths in the famous 2¼-mile race at Newmarket. The second and third are Seascape, ridden by R. Singer, and Bali Ha'i III, with W. Carr up. The going was very hard and only seventeen horses started, the smallest field for the race since Arctic Star won in 1928. Come to Daddy, a small, light-framed gelding, standing only 15 hands 2 ins., gave his jockey, D. Smith, his fourth winner of the Cesarewitch. The gelding was one of four joint favourites at 6 to 1. For the last three-quarters of a mile only three horses were in the race.

A HAPPY DAY FOR MR. BUTLER: He smiles at his bride-to-be, Mrs. M. Courtauld, outside his flat in Westminster. On the day on which Mr. Macmillan announced that Mr. Butler would not only continue as Home Secretary and Leader of the House of Commons, but would also become Chairman of the Conservative Party organisation, Mr. Butler announced his engagement to Mrs. Courtauld. She is a relative of Mr. Butler's first wife, whom he married in 1926 and who died in 1954. Mrs. Courtauld is a widow; her husband died early this year.

On right—

A NEW BANK IN LONDON: Mr. K. A. Gbedemah, the Minister of Finance for Ghana, makes his speech at the opening ceremony of the London branch of the Ghana Commercial Bank. On the right is Sir Leslie McCarthy, who is the Chairman of the Bank.

THE LOAN OF A RUBENS MASTERPIECE TO THE NATIONAL GALLERY: Swathed in tarpaulin, Rubens' altarpiece, "The Adoration of the Magi," arrives at the gallery in London. Large crowds collected round the painting last week-end after it had been placed on show. The altarpiece, which measures 129¼ ins. by 97¼, was bought earlier this year at Sotheby's by an unknown purchaser for £275,000, the highest price ever given at an auction for a single picture. It was bid by a London dealer, Mr. Leonard Koetser. The client's name had not been revealed by the time he lent the Rubens to the National Gallery.

JOURNALISTS IN A SIMULATED REFUGEE CAMP: At Crystal Palace, London, representatives of National newspapers drink tea behind the wire boundary fence. In conditions as near as possible to those in the world's refugee camps, they lived there for four days. The experiment, to give the journalists an insight into the refugees' problems, was planned by the United Kingdom Committee of the World Refugee Year. In four months the central fund of the Committee has received £280,000 towards its target of £1,000,000 to help refugees. Another £1,000,000 is being raised by voluntary organisations throughout Great Britain.

THE PHILHARMONIC GOLD MEDAL FOR SIR MALCOLM SARGENT: After a concert at the Royal Festival Hall, in London, the distinguished conductor is presented with the medal of the Royal Philharmonic Society by Sir Arthur Bliss (right). Sir Arthur praised a musician who is admired in every part of the world where there is a symphony orchestra to conduct. At the concert Sir Malcolm conducted the London Symphony Orchestra.

NATIONALIST CHINESE MARINES ON PARADE: In southern Formosa, marines swim past in formation during the annual Grand Naval Review. General Chiang Kai-shek took the salute. The review was part of celebrations of the forty-eighth anniversary of the overthrow of the Manchu Emperors. During the celebrations Nationalist troops landed on the Chinese mainland on the Fukien coast, opposite Formosa, and planted Nationalist flags. They also took food for civilians on the mainland. Garrisons on Quemoy and Matsu launched big flag-carrying balloons which floated towards the mainland.

On right—

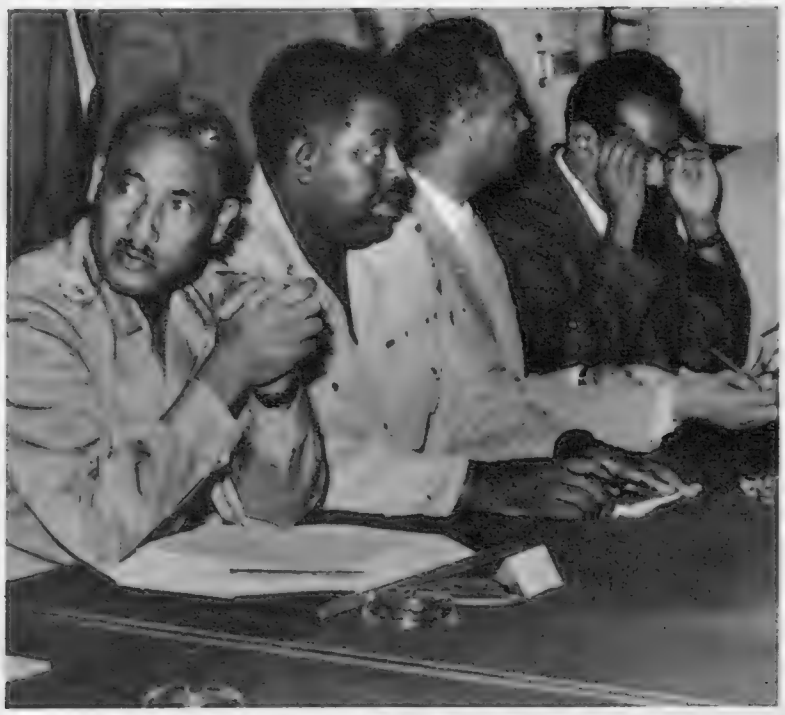
BRITISH AID FOR FLOOD VICTIMS IN EASTERN CYRENAICA: Towards the centre of the picture is one of three fords constructed by Royal Marine Commandos to replace the bridge in the foreground which had been swept away by floodwaters. For two days it provided the only link with the coastal town of Derna and the west. The Marine Commandos, who were in Libya for training, cut short their exercises to take part in rescue work after torrential storms had caused floods of an unprecedented depth as water quickly filled the wadis which take rainwater from the Gebel to the sea. At least twenty people were killed.

On right—

HURRICANE DAMAGE IN SOUTH CAROLINA: A section of a damaged awning is ripped from the wall of a shop in Charleston, in order to prevent further damage to the remaining portion. Charleston suffered heavy damage as the hurricane, raging along the Atlantic coastline from Georgia to South Carolina, struck the town. Buildings were damaged, trees were uprooted and communications and power services disrupted. Heavy seas raged along the coast and inland torrential rains caused severe flooding.

AFTERMATH OF TYPHOON "VERA" IN JAPAN: Lorries make their way through the floodwater along the High Street of Nagoya, Japan's third city. Lining the street are houses, shops and other buildings, wrecked or severely damaged by the typhoon which swept across Japan in the last week-end of September. It was the worst typhoon in Japan's recorded history. The death roll, with many hundreds of people still missing, was greater than 4,500. One-and-a-half million people lost their homes, and in Nagoya, which has a population of about 2,000,000, and which was the worst-hit city, only 30,000 houses showed their roofs above the floodwaters. Damage to the city's industrial centre ran into many millions of pounds and several factories will not begin operations for some time. The city centre with its towering, modern buildings went unscathed.

THE NEWS IN PICTURES



DISCUSSIONS ON AN AGREEMENT ABOUT EGYPT-SUDAN TRADE: *Left*—**At the conference table in Cairo, the Sudanese delegation is led by General Talaat Farid (left).** *Right*—**The leaders of the Egyptian delegation are Dr. Kaissouny, Minister of Economy (second from the left); Zakaria Mohieddin, Minister of the Interior (fourth from the left); and Hassan Abbas Zaki, Minister of Finance (fifth from left).** The talks last week between the two countries were marked by extreme goodwill; matters being discussed included a list of items for trade exchanges and minimum levels of trade, and the agreement on the relative distribution of the Nile waters, particularly after the Aswan High Dam is finished. At one time a member of the Sudanese delegation announced that a trade agreement had been reached, but it later transpired that the final meeting was postponed while Dr. Kaissouny consulted President Nasser. There were persistent reports that General Abboud, President of the Sudan Supreme Council, was about to fly to Cairo to sign the agreement.

A VOTE OF CONFIDENCE FOR THE FRENCH GOVERNMENT: The French Premier, M. Debré, reads his declaration on Algeria to the Deputies in the National Assembly. Following the debate on his policy statement, the Assembly gave the Government a massive vote of confidence by 441 votes to 23. Although the Prime Minister had covered a wide range of subjects this was generally regarded as an expression of confidence in General de Gaulle's declaration of self-determination for Algeria. A number of integrationists abstained. Giving details of the French cease-fire proposals, M. Debré said that there could be local cease-fires or leaders of the "external organisation" could present themselves to a French Embassy to settle what would happen to the rebels and their arms. Rebels would be able to return to their homes" without humiliation."

On left—

IN REMEMBRANCE OF THE ASSASSINATED KING OF YUGOSLAVIA: Standing in front of a statue of her late husband, King Alexander, is the ex-Queen Mother. The statue was erected at the Rond Point de la Muette in Paris in memory of the King who was assassinated in Marseilles on October 9, 1934. A service was held to mark the 25th anniversary of his death.

CONSTITUTION FOR BRUNEI: In Brunei town, Sir Robert Scott, the U.K. Commissioner-General in South-East Asia, representing the Queen, and the Sultan of Brunei sign the new Constitution. This gives the State the dignity of internal self-administration and ensures the administrative separation of Brunei and her neighbour, Sarawak. A new agreement was also concluded under which Great Britain will continue to be responsible for defence and external affairs of State. A High Commissioner for Brunei has been appointed. He is Mr. D. C. White, former British Resident. Sir Anthony Abell remains Governor of Sarawak.

A NEW SENATE BUILDING IN TEHERAN: The Shah of Persia salutes at the bottom of the steps leading to the new Senate after the formal inauguration ceremony. On the right are the Shah's brothers, Prince Gholam Reza and Prince Abdul Reza. At the same time Mohammad Reza Shah Pahlevi opened the tenth session of the Senate. In March of 1949, the Shah issued an Imperial Firman convoking a Constituent Assembly to revise the Constitution. This was convened in April of the same year, after which the Senate met for the first time.

The Case of Africa Infelix

By JOHN CONNELL

It ought to have become apparent that I am extremely cautious about making prophecies, and that when I break through the barrier of my own temperament and commit myself to a forecast it is usually wrong. To report, to comment and to analyse are the essence of my task as I see it; I took a scunner long ago against fortune-telling, even if it is pompously disguised as statistical prediction. But if I say that the future of Africa is bound to be a major issue of policy during the next five years, I am merely stating a fact with which the newly-elected and greatly strengthened Conservative Party in the House of Commons is already confronted.

Immediately after the General Election it was said—mostly by the losers and the disappointed—that its result would be likely to depress and frighten Africans as much as it would delight and hearten European settlers, in East Africa and in the Central African Federation. This is not only a gross over-simplification of a highly complex situation; it is an upside-down presentation of what would, without doubt, have happened if there had been a Labour victory. Then there would have been rejoicing indeed among those who hope to profit—make a quick killing, isn't it called ?—out of Britain's retreat and abandonment of pledged responsibility, and there would have been perplexity and alarm among those whose labour, enterprise and skill have built up the economic and social fabric of civilisation over vast tracts of Africa.

I sometimes wonder—it is not altogether an idle day-dream—what would have happened if the settler population living along the Atlantic seaboard of North America in the latter part of the eighteenth century had had to deal, not with Lord North and George III, but with a twentieth-century Labour Government, using as its administrative instrument a contemporary Colonial Office. As the founding fathers of the United States discovered, it is a bleak and disagreeable experience to know that your life and your livelihood are under the control and ultimately at the disposal of a Parliament and a Government, seated many thousands of miles away, in which you have no direct representative or effective voice.

This has been the plight of the settler population of East and Central Africa for a very long time ; and, in general, they have borne it, and continue to bear it, with calmness and restraint. Despite the fact that they did not have to contend with a Colonial Office obsessively in love with the Iroquois, the North Americans were much less equable. Their secession from incompetent and capricious British rule is regarded as one of modern history's noblest and most fruitful deeds —a verdict strangely out of keeping with the horror and the dismay with which, among all right-thinking and progressive persons, the idea of the settler population of East and Central Africa establishing their own independent representative institutions has always been regarded.

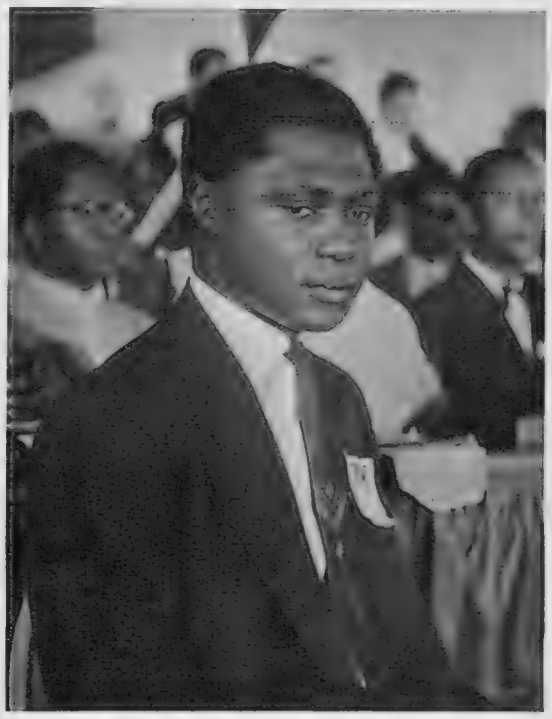
It is ill-luck to undertake—and to succeed in—the great work of settlement in an empty land and its colonisation, 200 years too late. In East and Central Africa there is, as in Algeria, a direct, and now perhaps irreconcilable, conflict between the interests, the rights and the responsibilities of the settler population and the sheerly political aspirations of a small, but highly articulate and increasingly influential and intransigent, minority of native Africans. In Algeria, General de Gaulle has propounded a choice between three specific alternative types of solution to a problem as grave and as troublous as has ever arisen in the long, difficult process of the transfer of power. Each alternative is a logical compromise; which the people of Algeria will choose cannot now be foreseen, but de Gaulle has brought them face to face with political reality.

It is my conviction that it is the duty (I will not say the paramount duty, but I would put it very high on the list of priorities) of the British Government to bring an equal amount of logic, common sense and courage to the solution of the problems of East and Central Africa. The task must be tackled quickly. There is not much time left. There is no analogy with, and no guiding light to be gained from, Ghana and Nigeria. Even comparisons with other plural societies are singularly unhelpful. The Union of South Africa or the Southern States of America ? The French West Indies at the time of the Revolution or the Caribbean Federation to-day ? Singapore and Malaya ? These are all examples of plural societies; but nobody in his senses would regard them as examples to be followed in either the Federation or, farther north, in Tanganyika or Kenya.

Yet there must be a policy, and it must be propounded soon. There are obvious risks in taking the initiative; but to evade the issue and to try to let matters slide would be, without doubt, utterly disastrous. The urgency is all the greater because the Union continues, in its implacable and doomed fashion, to follow its own road. It was paradoxical but characteristic that, although colonial—and especially African—affairs are certain to be of the utmost importance throughout the lifetime of the new Parliament—they were never a major issue of controversy in the General Election campaign.

The Opposition uttered their ritual war-cries of " Hola ! Cyprus ! Nyasaland ! " apparently in the belief that if they moaned and bellowed long enough, the walls of Westminster-Jericho would come tumbling down; but it would be absurd to describe these incantations as a policy. Government speakers, on the other hand, kept closely to a not very forthcoming or informative brief; and the majority of the electorate, though by no means as dead to big moral issues as some commentators subsequently suggested, had their eyes mainly on other matters.

Now while the Labour Party attempts to " rethink " its fundamental philosophy and practice, the Conservative Party must prepare to act. The principle of political devolution has been accepted for so long by the British people and has been put into practice so repeatedly, through sorrow, hardship, loss and (in the sub-continent of India) wholesale inter-communal slaughter, that it is widely believed nowadays that no price is too high to pay for the transfer of power to any politically articulate and eager minority which agitates for it. To reverse this trend at this late date might be desirable, but is it at all practicable ? The Labour Party, of course, are convinced that it is neither practicable nor desirable. They have given their support to the grievously superficial and perilous fallacy of " one man, one vote," in Africa as in the United Kingdom, and regardless of the consequences.



POINTS OF VIEW IN KENYA: *Left*—The African Nationalist leader, Mr. Tom Mboya, was elected to preside over the All-African People's Conference in Accra, Ghana, in December 1958. He is a violent opponent of extreme Right Wing opinion in Kenya. *Right*—Mr. Michael Blundell resigned his post as the Kenya Minister of Agriculture in April this year to lead a group of " moderates " in an unofficial multi-racial policy aimed at eventual self-government.

Against this kind of hasty sentimentality—and its advocates will crop up, in increasing numbers, among the Conservative ranks—the Government must steadfastly set its face. It is considered discourteous to refer openly to the reversions to ancient and deep-rooted patterns of behaviour, customs and traditions, which have occurred in countries which, in the past decade or so, have attained political independence. The fiction is maintained that political, social and economic life goes on in India, Pakistan, Burma and Ceylon (to say nothing of a more recent example, Ghana, or the most glaring of all, Indonesia) with the steadiness, the freedom from corruption, the efficiency and the adherence to high moral standards that are all customary in, say, the United Kingdom, Holland or the Scandinavian countries.

This fiction is rubbish; but what is really happening in these newly emancipated nations is directly relevant to any plans and policies for East and Central Africa. There are plenty of secondary explanations of the difficulties and tribulations which beset these nations—a major economic crisis here, the breakdown of Parliamentary institutions there, the murder of one or more political leaders, civil administrations paralysed by corruption and inefficiency, and the consequent setting up of military dictatorship—but the fundamental cause of them all, which was the precipitate and premature transfer of total political power to the politically immature and untrained, is never mentioned.

Most British, and even some Americans, who have any knowledge of South-East Asia and of the history of " the liquidation of imperialism " in Asia as a whole, have a more than slightly guilty conscience about Indonesia. When I was a young man the Netherlands East Indies were regarded, among comparatively well-informed persons, as offering the text-book example of enlightened colonial administration which we should all emulate. Nobody has ever attempted to assess the amount of human suffering, of waste, folly and wickedness which have been the consequences of the liquidation of that vast and benevolent empire.

When the settler population of East and Central Africa are bidden, in rough shrill accents, to come to terms with emergent African nationalism, everybody keeps extremely mum about the fate which befell the Dutch settler population in the country that is now Indonesia. It might, I suppose, be possible to justify their sorrows, in the long perspective of history, if the final results, for the majority of the people of Indonesia, had proved beneficial. But the havoc and squalor which have, in fact, become endemic all over the country are not encouraging precedents for the opponents of colonialism.

Is there any indication that either Jomo Kenyatta or Tom Mboya—or even that enthusiastic elder of the Kirk of Scotland, Dr. Hastings Banda—would prove to be a more enlightened, more humane, more intelligent and more far-sighted statesman than Dr. Sukarno ? It is no good, I am convinced, to attempt to shirk questions of this order. Such questions are, of course, awkward and uncomfortable. But if there is ever to be any real and lasting solution to the problem of multi-racial communities, they have to be faced realistically.

The idea that the Conservative Government, in the lifetime of this Parliament, is likely to pursue " reactionary " and " anti-African " policies deserves to be scotched summarily. Less than a week after the General Election in Britain, the Government of Kenya, with the explicit support of Mr. Lennox-Boyd, announced that its future policy will be " the progressive disappearance of racial land-barriers " from the colony, and put forward proposals for legislation which will open up the White Highlands to Asians and Africans of proved competence as farmers. This is but one of many steps that are being taken to break down the barricades of suspicion and ignorance between the races in Kenya; but the idea of compelling the European minority to submit to African political domination is quite a different matter and—in my view, at any rate—utterly abhorrent.

AT NUMBER 10 DOWNING STREET: Mr. R. A. Butler smiles as he enters for the first Cabinet meeting after the General Election. It was also the last meeting of the Cabinet in that form. Shortly afterwards, the Prime Minister announced his remodelled Cabinet in which there were significant changes. Mr. Butler remains as Home Secretary, a post he has held since the beginning of 1957, and Leader of the House of Commons. He also becomes Chairman of the Conservative Party Organisation.

"REORGANISATION OF THE MANAGEMENT

Members of Mr. Macmillan's New Cabinet

CHANGES OF POST: At the door of No. 10 are Mr. Reginald Maudling (left) and Lord [illegible]. Mr. Maudling moves up from Paymaster-General to be President of the Board of [illegible] and Lord Mills, who was formerly Minister of Power, becomes Paymaster-Ge[illegible]

In Mr. Macmillan's new Cabinet, which consists, like the old one, of nineteen members, there are two new-comers, who fill the vacancies caused by the departures of Mr. Lennox-Boyd and Mr. Geoffrey Lloyd. They are Mr. Edward Heath and Mr. Marples. Although the membership of the Cabinet remains so little changed, the posts have shifted round.

A number of administrative changes have been made by the Prime Minister. The old Ministry of Transport and Civil Aviation has been divided into a new Ministry of Transport and a new Ministry of Aviation, at which Mr. Sandys also assumes responsibilities for research and development of civil and military aircraft and guided weapons. These formerly came under the Ministry of Supply, which has been abolished. Mr. Marples moves into the Cabinet as Minister of Transport.

The Minister with responsibility [illegible] Science is Lord Hailsham as Lord [illegible] Seal. He assumes responsibility [illegible] work of the Atomic Energy Au[illegible] the Atomic Energy Office, the Depa[illegible] of Scientific and Industrial Researc[illegible] other Research Councils in various [illegible] Mr. Macmillan made it clear th[illegible] Ministry of Science was at p[illegible] envisaged.

It is apparent from the eleva[illegible] Mr. Macleod to the Colonial Offic[illegible] Mr. Maudling to the Board of Trad[illegible] Mr. Macmillan intends to pur[illegible] moderate course. Another pointer i[illegible] direction is that Mr. Butler, [illegible] remaining as Home Secretary, has [illegible] chosen by Mr. Macmillan to becom[illegible] Chairman of the Conservative [illegible] Organisation. The new deputy Ch[illegible] is Sir Toby Low.

MEMBERS OF THE REMODELLED CABINET: *Left* is Mr. Iain Macleod, who moves from the Ministry of Labour to the Colonial Office, where he has succeeded Mr. Lennox-Boyd. The latter has resigned from the Cabinet for family business reasons. *Centre* is Mr. Harold Watkinson, who, after his tenure as Minister of Transport, has become the Min[illegible] Defence. *Right* is Sir David Eccles, formerly the President of the Board of Trade, and now Minister of Education in succession to Mr. Geoffrey Lloyd, who has re[illegible]

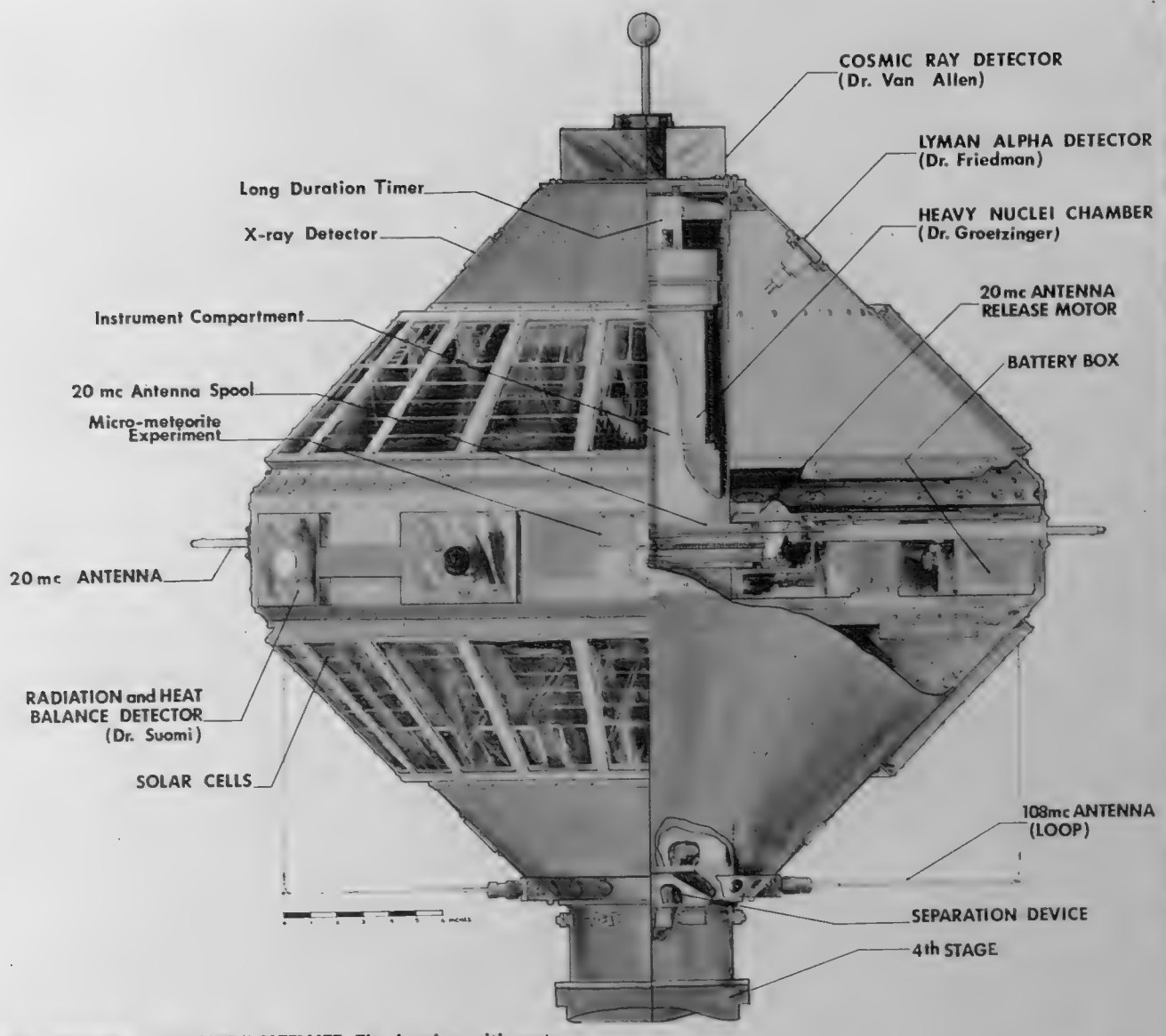
THE NEW MINISTER OF AVIATION: With Mr. Selwyn Lloyd (right), who continues as Foreign Secretary, is Mr. Duncan Sandys. Formerly at the Ministry of Defence, Mr. Sandys has become the Minister at the newly-created Ministry of Aviation. He will take over many responsibilities of the old Ministry of Supply, which has been abolished.

THE CHANCELLOR OF THE EXCHEQUER: Mr. Heathcoat Amory continues in the post he held in the last Government. Other Cabinet members who remain include Mr. Maclay as Secretary of State for Scotland and Mr. Brooke as Minister of Housing.

INVOLVED IN THE RESHUFFLE: *Left* is Lord Home, who remains as Secretary of State for Commonwealth Relations and, in addition, takes on the Lord Presidency of the Council. *Right* is Mr. Ernest Marples, who was formerly the Postmaster-General, and who has been elevated to the Cabinet as Minister of Transport.

THE CABINET: *Left*—Viscount Kilmuir remains as the Lord Chancellor. *Right*—The other new member of the Cabinet with Mr. Marples is Mr. Edward Heath, who has taken over the key post of Minister of Labour. He was formerly the Government Chief Whip, in which post he is succeeded by Mr. Martin Redmayne.

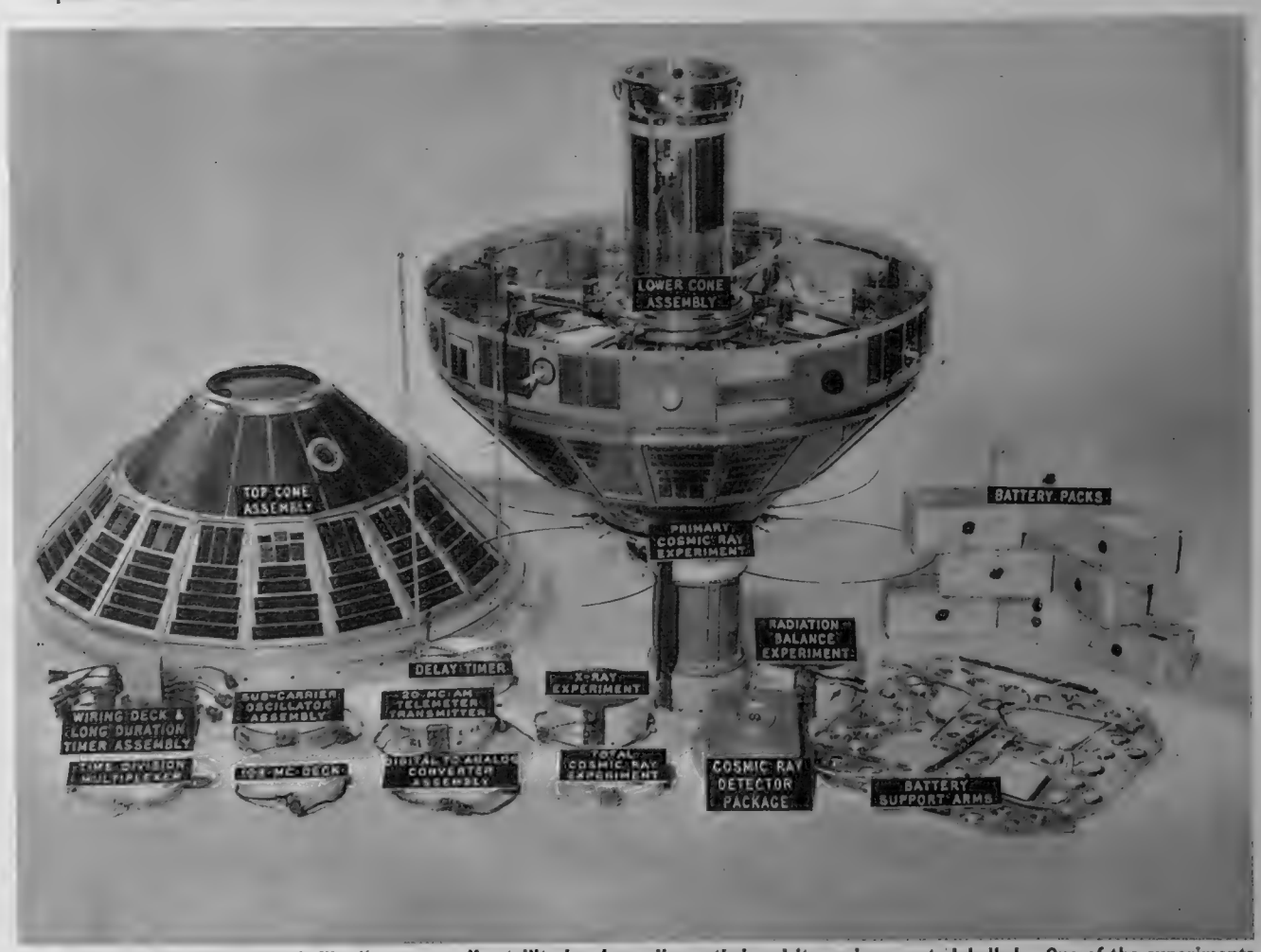
LORD PRIVY SEAL: Lord Hailsham takes over the post from Mr. Butler and has the task of promoting scientific and technological development, including Britain's contribution to space research.



THE AMERICAN "GYROSCOPE" SATELLITE: The drawing, with parts cut away to reveal the various sections, shows the satellite Explorer VII which was successfully launched from Cape Canaveral, Florida, on Tuesday of last week. It weighs 91 lb. Carried inside the nose cone of the missile which took it into space—a Juno II—it is designed to spin on its axis and thus keep itself steady. Its principal task is to probe the lower levels of the radiation belt which starts about 480 miles above the earth. It is hoped that valuable information will be obtained on whether the radiation belt will delay man's first flight to the moon. Explorer VII also carries a device for measuring the possible damage from micrometeorites, or cosmic dust. The orbit of Explorer VII takes it at its farthest point 700 miles from earth and at its nearest 350 miles.

U.S. CHECK ON COSMIC RAYS

Explorer VII—the "Gyroscope" Satellite; Successful Launch at Cape Canaveral



THE SATELLITE STRIPPED DOWN: The "gyroscope" satellite has been dismantled and its various parts labelled. One of the experiments which is being undertaken concerns the solar cells used for recharging the batteries. One is left unprotected from cosmic dust and radiation. If the cell still works it may mean that future space vehicles could discard the heavy protection devices now carried.

PRE-LAUNCHING TESTS FOR EXPLOR... Army Ballistic Missile Agency at th... centre of gravity. The launching ...

As the Soviet Lunik 3 was picking ... on its long haul back to ... United States Army successfully l... yet another earth satellite. This ... October 13. Named Explorer ... satellite joined the eight other ma... satellites—seven American and one ... —circling the earth.

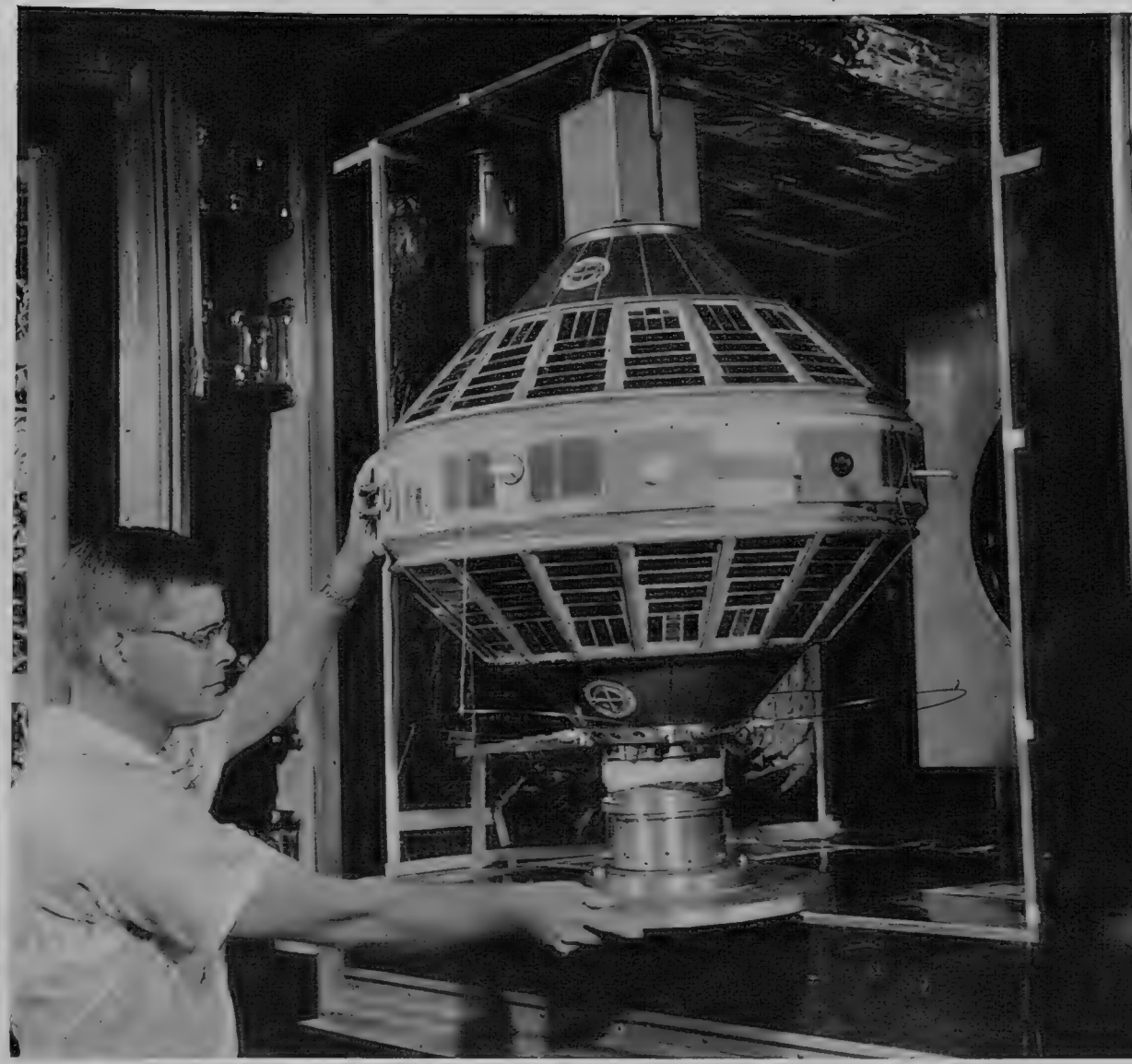
This latest American space ventur... complete success. Shortly after the ... ing from the Atlantic Missile Range ... Canaveral, Florida, the authoriti... nounced that all four stages of the ... vehicle had fired; radio stations on ... of the Atlantic were picking up the ... signals. Weighing 91 lb., the sate... designed to spin like a gyroscope ... nose cone container. In this way ... itself steady.

The main function of Explorer ... to study cosmic radiation in the ba... starts 480 miles above the earth; th... lite's orbit takes it a maximum of ... away and a minimum of 350 miles. ... band is thought to be a barrier to ... entry into space and it is hoped t... satellite will be able to pick up and ... great deal of information about it. ... sign of a cosmic radiation band was ... in 1953 by an American scientist ... James A. Van Allen. Off the co... Newfoundland he sent up "rocket" ... rockets carried by balloons about 70 ... above the earth before being fired ... from information collected by these ... discovered that the intensity of ra... rose considerably 30 miles above the ... surface.

Early last year Explorers I and II ... the lower portion of a belt of radiation ... December, Pioneer III, on its 63,0... journey towards the moon, establis... existence of a second radiation belt ... miles away, five times further away ... inner one. The inner one is betwe... miles and 2,000 miles away. The ... tween the two belts is one of low ... radiation. Beyond the outer ... established by Pioneer IV, are irregula... of radiation which it is possible ... yet further hazards to the future ... voyager.

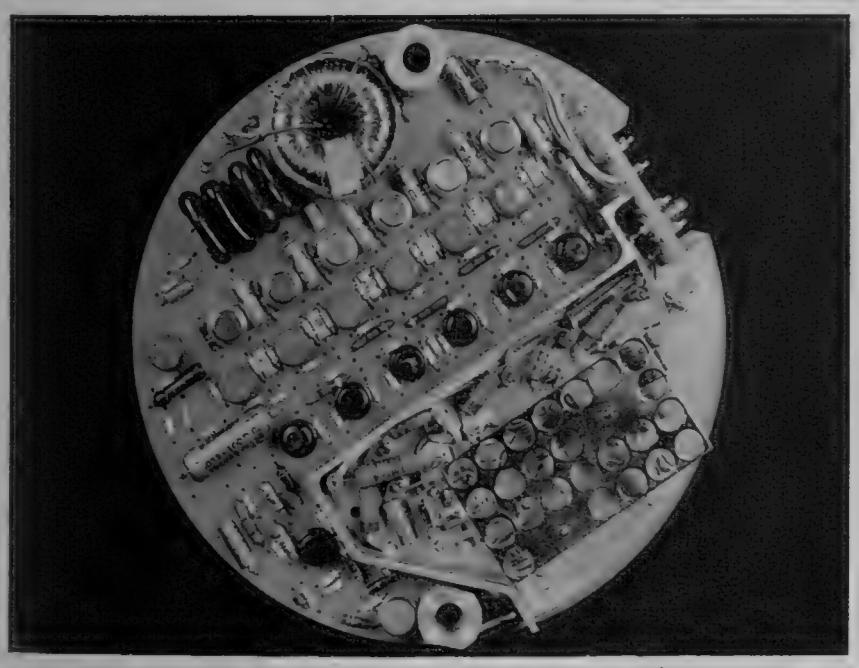
Though research into cosmic ra... the lower belt is Explorer VII's main ... it carries further scientific equipment. ... this is a device for measuring damage ... may occur through micrometeor... cosmic dust. An experiment is also ... carried out to find if the solar cells ... recharge the batteries can work ... protection. If they can, great s... weight may be obtained for future ...

echnicians at the Guidance and Control Laboratory of the labama, are working on the " gyroscope " satellite to determine its e direction of the National Aeronautics and Space Administration.



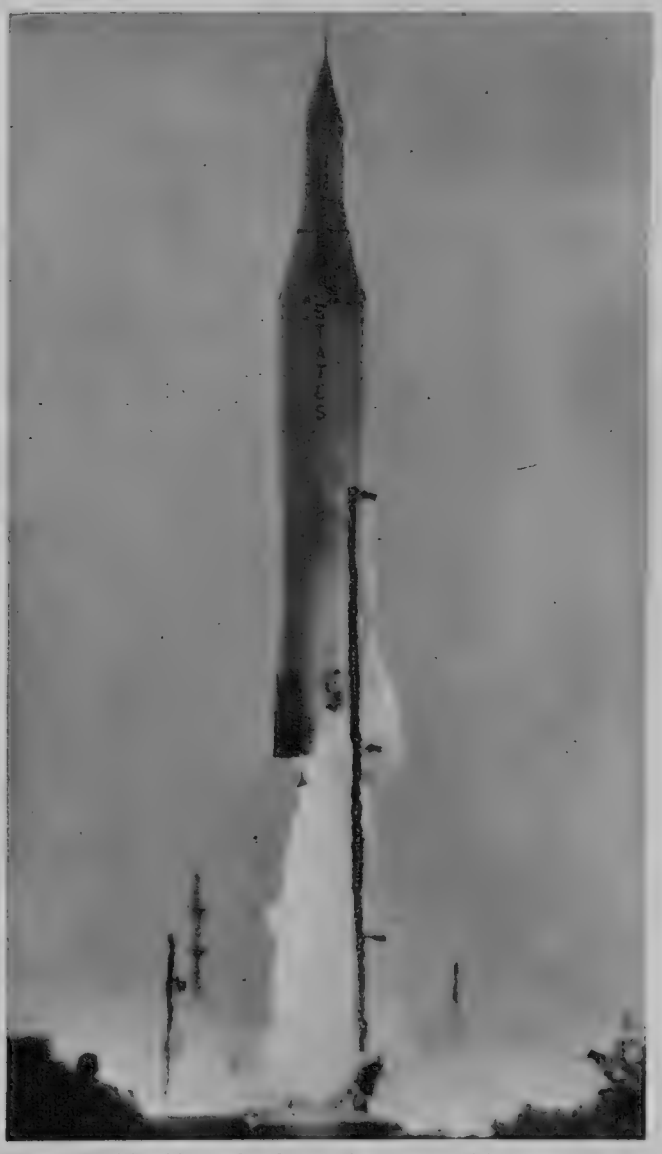
INTO A TEST CHAMBER: At the Huntsville laboratory, as part of the exhaustive trials that took place preparatory to the launching of Explorer VII, the satellite is placed in a chamber for a temperature-vacuum calibration test. The batteries giving power to the instruments are recharged by solar energy, as in the U.S. paddle-wheel satellite launched on August 7.

On right—



CLOSE-UP OF A TRANSMITTER: Sending out signals on 108 megacycles, it relays information collected by the satellite's scientific instruments in space. Twenty minutes after the launching at Cape Canaveral, signals from Explorer VII were picked up by the Department of Scientific and Industrial Research radio station at Slough, Buckinghamshire. The information, which was also received by equipment at Jodrell Bank, Cheshire, was relayed to the American authorities.

RANSPORT FOR A SATELLITE: In the Army Ballistic Missile Agency hangar at Cape Canaveral the Juno II vehicle which carried the satellite into orbit is given a final check. It was then erected on the launching pad. An attempt to launch a similar satellite last July ended when the Juno rocket got out of control after the take-off.



THE LAUNCHING: The rocket leaves the ground with the satellite in its nose cone. The first stage is a modified Army Jupiter. Twenty-five minutes after take-off all four stages had fired.

THE START AND FINISH OF THE HELICOPTER'S JOURNEY : A Bristol Type 192 Series 2 helicopter lifts a parabolic aerial for a radio telescope (part of the equipment of the Mullard radio-astronomy laboratory at Cambridge University) from a field a mile to the west of Clare College. *On right*—The helicopter reaches the new site at Offal End, six miles away, carrying its bulky 2,000-lb. load. In the foreground is the twin of the aerial.

A HELICOPTER LIFTS AN AERIAL

The First Commercial Task of the Bristol 192

A parabolic aerial for a radio telescope, 27 ft. in diameter and weighing 2,000 lb., was transported from its old site at Cambridge to a new site six miles away, by helicopter. The operation, which was completed in five minutes, was the first commercial task to be undertaken by the Bristol Type 192 Series 2. It was flown by Mr. C. T. D. Hosegood, the chief helicopter test pilot of Bristol Aircraft Limited. An airlift was the only possible way of transporting the aerial, part of the equipment of the Mullard radio-astronomy laboratory at Cambridge, because the apparatus was too intricate in construction to permit its being dismantled for transport by road. The helicopter picked up the bowl-shaped aerial from a field to the west of Clare College and carried it through the air, slung beneath a strong point in the fuselage.

Although many demonstrations have been given by various types of helicopter of their advantages as carriers of bulky objects, this was the first time a Bristol 192 had been used commercially, since it was specifically designed for service with the R.A.F. A civil variant, the 192C, has been projected. A large twin-rotor aircraft, the 192 Series 2 is powered by two Napier Gazelle gas turbine engines. It is designed to carry troops and freight, drop supplies or carry out ambulance duties. It is possible to accommodate twelve stretcher cases. Over 89 ft. long, the helicopter has a cruising speed of 138 m.p.h. and can climb vertically at a maximum rate of 500 ft. a minute. No prototype was built, and the first of the 192 Series 2 flew for the first time in the middle of 1958.

THE QUADRANGLE AT NUFFIELD COLLEGE: The windows of the rooms of Fellows and Students look out upon two lily ponds. The research college in social studies was endowed with £1,000,000 and a site worth £100,000 by Lord Nuffield in 1937. Work on its buildings in New Road, Oxford, began in 1949. The Hall and Library were opened last year by the Duke of Edinburgh.

OXFORD'S NEW COLLEGE

Founded by Lord Nuffield for Post-Graduate Research Students

Nuffield College is in New Road, Oxford, and its fine modern buildings are often among the first to be seen in the city by visitors approaching Carfax and High Street from the railway station. Founded by the beneficence of Lord Nuffield in 1937, the building of the college was not begun until after the war, in 1949. Now the exterior is finished and only a certain amount of interior work has to be completed. Messrs. Harrison, Barnes and Hubbard, of London, are the architects. Nuffield is a post-graduate college for research into social studies. Its aim is to promote co-operation between theory and practice and to link research with the demands of everyday life. The Students, who must be graduates, come from many universities at home and abroad. Most of them spend two years studying for the degree of Doctor of Philosophy. There are some forty Students at present. Fellows number about twenty and there are also Visiting and Honorary Fellows. The latter are people eminent in public life.

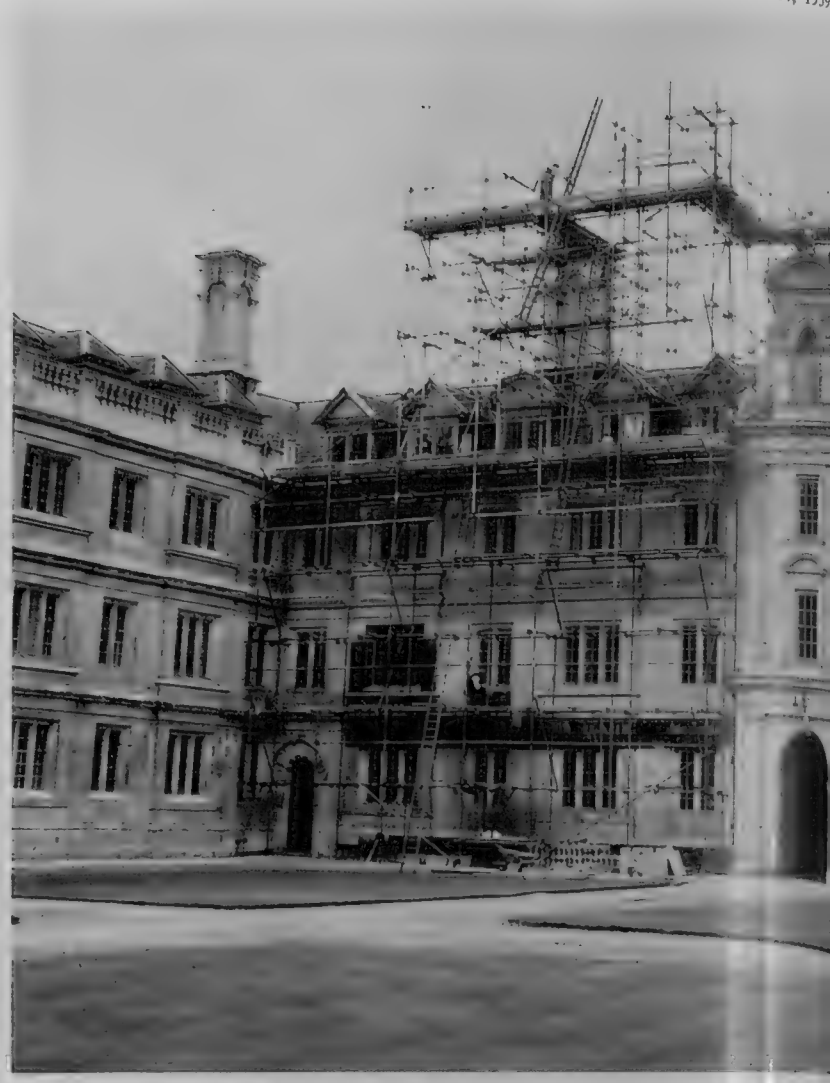
On right—

THE HALL: On the wall at the far end is the coat-of-arms of Lord Nuffield. The college has forty Students. All are graduates and they come from overseas as well as British universities.

THE LATEST ADDITION TO THE "DREAMING SPIRES": The view shows the tower and spire of Nuffield College. The top storey is a Fellows' Common Room. The remaining floors contain books and reading tables.

THE NEW DINING HALL FOR ST. ANNE'S COLLEGE: Members of this college for women at Oxford have started to use the new dining hall this term. Designed by Mr. Gerald Banks, A.R.I.B.A., it is decorated on the outside with an abstract mural by Mr. Stefan Knapp. Inside, the ceiling is made to absorb "the specific high-pitched resonance of women's voices" and the gallery can be enclosed as a Senior Common Room. St. Anne's College (incorporated in 1952) developed from the St. Anne's Society, which was originally the Society of Home Students. There are about 250 Students in residence this term.

REPOINTING ELIZABETHAN BRICKWORK: Workmen at Cambridge concentrate on renovating the bricks and the stone window embrasures of St. John's Second Court. Practically unaltered and having a beautiful plum colour, the brickwork led Ruskin to describe the court as the most perfect in Cambridge. It is the work of Ralph Symons in the years 1598 to 1602. In the background is the Chapel by Sir Gilbert Scott, built in the latter part of the nineteenth century. The Master and Fellows of St. John's launched an appeal for funds for repairs as it was estimated that at least £150,000 would be needed. Faulty timber in the roof and top floor of the West range of the court had to be removed and new timber placed in position. Since the situation was urgent, the college took the step of appealing for assistance.



THE UNCEASING TASK OF RESTORATION

The Work of Repairing the Fabric of Cambridge Colleges

ENCASED IN SCAFFOLDING: The Shrewsbury Tower Gateway in St. John's College has a temporary roof placed on top of the scaffolding during repair operations. Part of the Elizabethan brickwork of Second Court can be seen. The College was founded early in the sixteenth century.

RESTORATION OF CAIUS GATE OF HONOUR: Work is in its final stages. Four obelisks and two of the sundials, which were absent for about 300 years, have been replaced. The gate was finished in 1575 after the death of Dr.

WORK AT CLARE: Scaffolding reaches high above the roof where workmen are engaged in repairing the stonework. The second oldest of the Cambridge colleges, Clare was refounded in 1338. Its buildings are believed to be mainly by a local craftsman named Robert Grumbold. The majority date from the period 1638 to 1715.

THE RESTORATION OF KING'S COLLEGE CHAPEL: Work has been going on for many years in renovating the stonework of the famous late Perpendicular building. It is to be completed in the next few days. In this picture, which was taken from the tower of Great St. Mary's, the University Church, a part of Clare College can be seen on the right, and in the background the banks of the Cam.

Throughout the years, the fabric of various Cambridge colleges has been found to be in need of restoration. Most of the work is financed by the college authorities themselves: the work is a continuous process and only very occasionally is a large outlay of money necessary. Perhaps the most obvious example is King's College Chapel. Work on the fabric of this is due to be finished finally in the next few days. Renovation of the outer fabric started well before the Second World War; afterwards the stained-glass windows had to be put back and, while the scaffolding was in position, it was decided to clean the interior and restore the woodwork. Only then was it possible to continue with the task of renovating the exterior tracery.

The position of St. John's College was somewhat different. When it was discovered that the roof timber of parts of the sixteenth- and seventeenth-century Second Court were faulty, urgent repairs had to be made. For this reason the Master and Fellows of the College launched an appeal for £150,000. The work has now been going on for some time. Elsewhere at Cambridge, other colleges have undertaken, or are in the process of undertaking, restoration work. The fourteenth-century Old Court of Corpus Christi was renovated some years ago and workmen are busy at Clare and at Gonville and Caius.

At the moment, however, a general appeal, similar to that launched at Oxford, is not envisaged. In Oxford there was the particular problem that a vast amount of bad stone in the various colleges needed to be replaced at the same time. The situation in Cambridge is that various amounts of different materials are required, rather than a quantity of one specific material. There have, however, been discussions between about half of the Cambridge colleges concerning the possibility of launching a general restoration appeal.

RESTORED BRICKWORK AND OLD CREEPER: In First Court, Magdalene College, much of the brickwork has been repointed and the stone restored. But in contrast, the walls of the Chapel retain their old creeper covering; the building has a late fifteenth-century timber roof. Much of First Court consists of the original monastic fabric, especially on the river side, although the court has been considerably altered.

LITTLE WORK FOR THE SADDLER

One of the Rural Crafts which has Suffered Most from the Internal Combustion Engine: To-day the "Saddler" is Mainly a Sports Outfitter

By BRIAN VESEY-FITZGERALD

THE local saddler's shop boasts a model of a horse, a very good one of a white horse, in the window. It is exactly in the centre, the position of honour, and it has a little notice by it saying: "Not for sale." I have seen similar models in two other saddlers' shops in widely separated parts of the country, one in Gloucestershire and the other in Lincolnshire. I wonder if the white horse was once the sign of the craft?

In the local shop it is the only thing in the window that has anything to do with horses. The goods displayed for sale include dog-collars and dog-leads and dog-harness in fancy colours, a variety of straps, a few suit-cases (most of them not of leather, but some of them with leathern corners), shopping-bags and some leather purses, and, according to the season, an assortment of games and sporting gear: footballs, boxing gloves, cricket bats, a hockey-stick or two, tennis rackets, fishing rods, and so on. The legend over the door reads "William Blank, Saddler." You would never think so, looking in the window: this is the shop of a sports outfitter.

William Blank *is* a saddler. His father and his grandfather ran this business on these premises before him, and he himself served a five-year apprenticeship with one of the oldest established and most famous saddlers in the country. William is still a saddler at heart. He still dons every morning a white apron, looped with tapes at the neck and tied with tapes at the waist; he still rolls his shirt-sleeves up and likes to buckle round his wrists small leather straps which, he says, make him feel comfortable. He will sell you a cricket bat, attired like that. However, he does not want to be a sports outfitter. Modern conditions have forced him to be.

There are still many small leather workshops in the country: enough to justify this still being considered a rural trade, despite the modern tendency for the smaller works to amalgamate, to become localised in one centre, and to carry on their business under what are really factory conditions. It is only the large leather factories that can afford the complicated and expensive plant, the new finishes which are always changing to meet the demands of fashion, the delicate colours, and so on. It is only the large urban factory which can afford to experiment, to keep abreast of the times. The smaller workshop must stick to the simple, but no less skilful, crafts of unchanging character.

There are, surprisingly, in this conveyor-belt age, still a considerable number of these: chamois, parchment, bellows leather, warm slippers or over-boots of natural lambswool, even glove leathers for the home worker. The demand for products like these is small, judged by modern standards, but it is regular—even for parchment, one of the oldest English crafts, which we are inclined to think went out of use with the coming of paper.

Both chamois and parchment are by-products of the sheep. It is very doubtful if genuine chamois ever reached England. Chamois-leather was made in England at a very early date, at one time it was worn under armour. Sheepskin seems always to have been used. Parchment, of course, suffered greatly from the introduction of paper. In Tudor times a great effort was made to step up exports, because there were such huge stocks of it. "Our workmen make it very well, we have quantities standing, and we need a vent for it," ran an Elizabethan Government exhortation to mariners and merchants to carry samples of parchment with them. The demand for chamois-leather, if never very large, has, on the other hand, always been steady. Oddly enough, the invention of the internal combustion engine, which has brought ruin to so many rural crafts, has meant, with the coming of mass motoring, a considerable increase in the demand for chamois-leather. Most people are car-proud.

One of the rural crafts which has suffered most severely from the onslaught of the internal combustion engine is that of the saddler. At one time, and it really was not so very long ago, every town and every large village had its saddler. He was a genuine saddler and not just a shop for the sale of leather goods; he really could work leather. Along every high road in the country, and with no more than 20 to 25 miles between them, you would find a saddler's shop. You do not find them any longer. Garages and petrol stations have taken their place on the high roads, and there is many a large village without its saddler's shop. We forget now how common they were once, and we may be astonished to think that there was ever the volume of horse-transport to provide a living for so many craftsmen.

In this respect the word "saddler" is misleading. He was called a saddler, because his work was chiefly with horse gear. Very few of them actually made saddles: they were concerned with work harness, the harness of the farm and the trap. They made it and they repaired it. Their work differed from district to district, acquiring a distinctive regional stamp.

This was, perhaps, particularly noticeable in the strong collar of the working horse. This is a peculiarly British item of harness (it has never been customary to use them outside these islands) and so was subject to regional variation. It used to be said that there was a special collar for each of our breeds of working horse—a special collar for the Clydesdale, a special collar for the Shire, for the Suffolk Punch, and so on—but this does less than credit to the individual genius of the British saddler. There are at least fifteen different varieties of work-horse collar made in Britain. I do not know that they are all still made, but I hope so. Each is particularly suitable, not so much to the horse (for the collar was made to fit the horse), as to the land over which the horse had to work.

Horse-transport and the working horse, the making and repair of harness, would not alone have been sufficient to support so many saddlers. The enormous variety of things made by the country saddler has been forgotten now. Virtually, it may be said, he made everything in leather, except boots and shoes; and he came pretty near to the latter, for he used to make leggings to measure. He would make leather trunks for the wealthy of the neighbourhood, satchels for the children, washers for the taps. He would mend almost anything, in leather or not, most saddlers being expert in webbing. He even made the leathern caps used to muffle the passing bell. He was a very important, an essential, cog at the hub of rural life.

No longer is this so. The motor has killed horse transport completely in the country and in the towns. Over most of the country it has killed field and farm work by horses as completely. Where it has not, the areas where the horse can work more easily and more economically than the tractor, the saddler still has important work to do and will continue to have it, making and repairing work harness. But doing little else: all the multifarious small jobs that once came his way do so no longer. No one nowadays wants a leather trunk made for him; he goes to the town store for trunk and suitcase. All that comes the saddler's way, nine times out of ten, is the broken handle or the torn corner, for repair. The saddler's is, I am afraid there is no getting away from it, a dying trade.

You might think that the great increase in riding as a popular amusement would have saved the country saddler. It may have saved a few, but they must be very few. Comparatively few country saddlers, as I said, did make saddles. This is very much a specialist craft, for there is a fantastic variety of saddles—hunting, racing, jumping, polo, side-saddles. Those who want the best go to the specialist, and pay the price.

Racing saddles are, for the most part, made in Newmarket. For the others, if you are all that particular, you do not go to the country saddler; you go to one of two or three firms: to Champion and Wilton, of North Audley Street, for example, who have been saddle-makers for close on 200 years now. What do you pay? Well, around £41 for a hunting saddle; £45 upwards for a jumping saddle; £41 or thereabouts for a polo saddle; and about 75 gns. for a side-saddle. This last may be one of the reasons why the side-saddle has gone out of fashion; another is that it is very much more difficult to ride side-saddle than it is to ride astride.

It is the same with other specialised harness. Courage and Barclay's Alton brewery recently had a set made for their team of Clydesdales—a magnificent set to match a magnificent team. It was not made locally, as once it would have been, but by McDougall's. The cost was something over £200, which may sound a great deal, but which seems very reasonable when you see the set. The Alton brewery, by the way, still makes deliveries by horse-drawn drays over quite a large area. I suspect that this is because they show their horses and must, therefore, keep them fully fit.

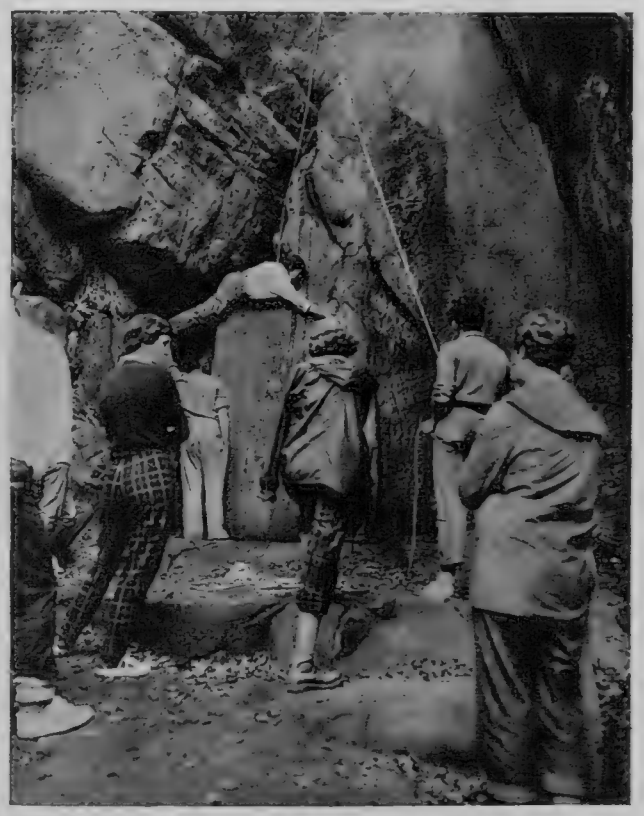
But to return to riding and the pony clubs. You might think that the great increase in this amusement might have saved the saddlery business for William Blank, might have saved him from sports outfitting. It was not merely the disappearance of the horse from the farms that affected William so sorely: for miles around good farmland has disappeared under bricks and mortar. There is no longer the work on farm gear, and almost all the other saddler's jobs, except the occasional repair job on a suitcase or something like that, have disappeared, too, though William still makes a pair of leggings to measure every now and again.

William has sold only one saddle in the past two years, and he sent away to the Midlands for that one. If you do not want a specialist's job you can get a saddle, complete with irons, for round about £23 that way. He gets a little repair work, but surprisingly little. All these people who go riding must have saddles. I do not know, but William thinks that the saddles are mostly second-hand to begin with and then handed on, one to another: "same as I used to take my older brother's trousers on when I was a lad." I should not be surprised if this were so. It 's an expensive business, riding by the hour.

IN A SADDLER'S SHOP: *On left*—**At Pulborough, in Sussex, a craftsman is stitching a cart breeching.** *Centre*—**A student assembles the hames on a collar. He was studying at a training centre established by the Rural Industries Bureau.** *Right*—**A Welsh saddler is in the process of stuffing a collar in his workshop at Cardigan. He employs a skilled man and an apprentice, and his wife helps to look after the retail shop.**

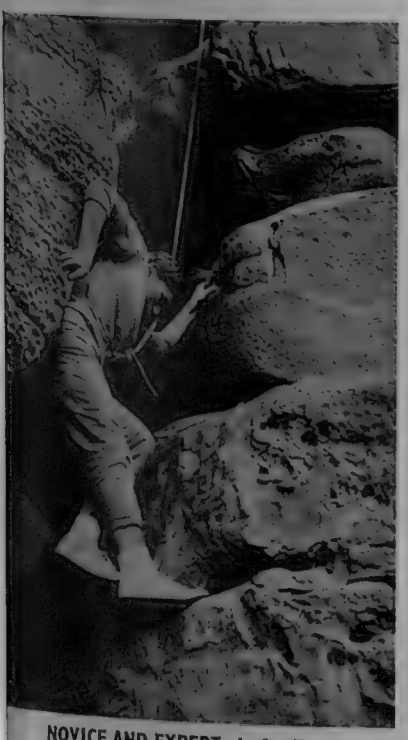
Kent's School For Climbers

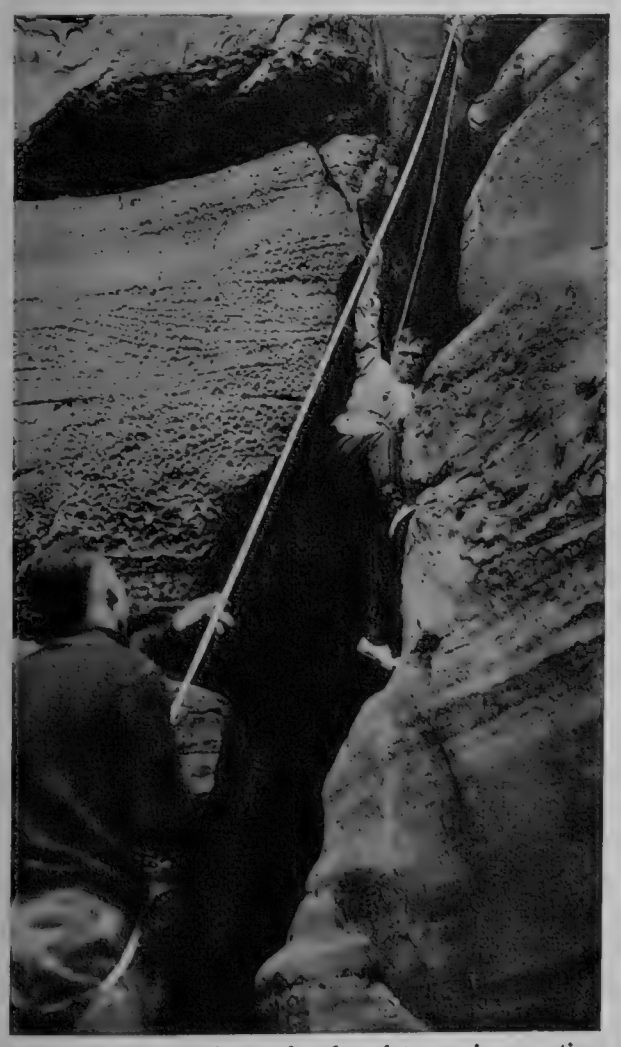
Day Courses for Britain's Youth on Harrison's Rocks near Tunbridge Wells



ROCK-CLIMBING FOR BEGINNERS: A student straddles a "shoulder" of Harrison's Rocks near Tunbridge Wells, in Kent, during a day course in rock-climbing organised by the Central Council of Physical Recreation. She is one of many who have been visiting the rocks this month to receive training from instructors who are all members of the British Mountaineering Council. The students pay a small fee and are taught many of the basic principles in rock-climbing including map-reading; route planning; climbing techniques; and the use of ropes, crampons and ice-picks. Harrison's Rocks form part of the only climbing area in Britain which is owned by climbers, the site having been purchased from the Forestry Commission by the C.C.P.R. on behalf of the B.M.C. It is popular with many youth organisations and climbing schools are organised by a number of societies. No camping is allowed on the site and all climbers are asked to wear rubber plimsolls.

NEGOTIATING THE ROCK-FACE: Miss Y. Holland, the sister of Mr. Peter Holland, one of the instructors, takes her turn in negotiating one of the difficult "shoulders." The other end of the safety rope is held by the instructor on the ground. Experienced climbers also visit the rocks for training. These have included Sir John Hunt and other members of the 1953 Everest expedition. They spent some time on the rocks before setting out on their successful climb in the Himalayas.





NOVICE AND EXPERT: *Left*—Twenty-year-old Monica Holland, a law student from Acton, makes a cautious climb to the top of one of the rocks. *Centre*—After being shown how to climb the "chimney," the student sets out on his journey. *On right*—Students stand behind the instructor while another beginner pauses for a rest. The instructor is Mr. Peter Holland, an ex-marine from Brighton.

PRINCE RAINIER AND PRINCESS GRACE IN PARIS

The Monégasque Royal Couple's State Visit

ON A STATE VISIT TO FRANCE: Princess Grace of Monaco, dressed in white, looks at her husband, Prince Rainier III, who is talking to General de Gaulle. The Prince and Princess were guests at an official dinner at the Elysée Palace during their three-day official visit at the beginning of last week. The round of receptions was marked by the French traditional ceremonial.

AT THE HOTEL DE VILLE: Princess Grace is seen at the official reception of the Paris Municipal Council. She and her husband, Prince Rainier, were welcomed to Paris by M. Devraigne, who is the President of the Municipal Council, in a speech at the reception.

On right—

WELCOMED TO PARIS: At the official reception in the Hotel de Ville, Princess Grace signs the parchment, commemorating the official visit of the Royal couple. She is watched by Prince Rainier and, extreme right, M. Papon, the Chief of the Paris Police.

On left—

ARRIVAL BY TRAIN: Princess Grace wears dark glasses on reaching Paris from Monaco. She is holding her daughter, Princess Caroline, born in 1957 and the elder of her two children. The heir to the Principality, Prince Albert, was born last year. Princess Grace preceded her husband to the French capital.

ARRIVING FOR A CIVIC RECEPTION: Between footmen holding candles, Prince Rainier and Princess Grace enter the Hôtel de Lauzun, escorted by M. Devraigne. They attended a reception given by the City of Paris.

IN THE SUNLIGHT: Outside the Elysée Palace, on the steps leading to the Park, are from left to right, Prince Rainier III; General de Gaulle; Princess Grace; Madame Pelletier, wife of the French Ambassador to Monaco; Madame de Gaulle; and M. Debré, the French Premier.

ON THE WAY TO CHURCH: *Left*—**An elephant named Mary, having escaped from her harness while being led through the streets of Milan, ambles up to a side door of the church of Sant' Ambrogio. She is watched by two members of the staff of the Orfei Circus to which the elephant belongs.** *Right*—**Mary's trainer tries to turn back the elephant who broke loose after she had been enraged by a car which had passed too close. She was being led through the streets in a procession to a ceremony of blessing the animals on October 4, the feast day of St. Francis of Assisi.** Having bolted into the courtyard of the church of Sant' Ambrogio, she pushed her way inside to plod up the aisle. At the time Mass was being celebrated and the priest quietly continued with the service. However, many of the congregation were alarmed and left the church by a side door. Mary's trainer finally induced the elephant to back out of the church and she was loaded on to a truck to be taken back to the circus none the worse for her adventure. There are a number of different ceremonies on October 4, since St. Francis of Assisi is traditionally associated with children, birds and animals. He was born at the end of the twelfth century, nearly a hundred years after the rebuilding of Sant' Ambrogio started. Probably the most interesting church in Milan, it was founded in the fourth century by St. Ambrose, the Bishop of Milan.

INSIDE THE CHURCH: An attendant at the Orfei Circus tries to make Mary retreat as she plods down the aisle of Sant' Ambrogio. Although it had to be extensively restored in the nineteenth century, the church dates from the eleventh and twelfth centuries and contains in the dome fifth-century frescoes showing various saints.

THE ELEPHANT WHO STRAYED

An Italian Circus Elephant Escapes and Enters a Milan Church

On right—

OUTSIDE THE CHURCH: Milan police calm some of the people who left Sant' Ambrogio when the elephant entered during the celebration of Mass. Fortunately nobody was hurt by the elephant while she was at liberty.

THE JOURNEY HOME: Mary, the 58-year-old Indian elephant, is guided into a truck after she has been recaptured, to be driven back to the Orfei Circus.

The Sphere of Travel

THE HEART OF FRANCE

The Province of Auvergne, Rich in Spas, Romanesque Churches and Extinct Volcanoes

By GORDON COOPER

AUVERGNE, in the centre of France, is an area of mountains, lakes and streams that is little-known to holiday-makers from England. Yet its countryside is attractive, while dotted here and there are many lovely Romanesque churches, historic châteaux and fascinating towns and villages. Nor is it difficult to get to, for Vichy, at its northern end, can be reached by regular Skyways service in 150 minutes' flying time from Lympne Airport. Incidentally, this service continues on to Montpellier.

The province is best explored by car, and I suggest that anyone travelling through to the Pyrenees would be well rewarded by dawdling for a few days amidst this rugged country, the water-tower of France. At the same time, local transportation offers many possibilities. I think, too, that a pleasant holiday could be spent in some of its little towns where good accommodation is available. And the local food will certainly appeal to the gourmet.

The whole region is rich in spas: Vichy, Royat, le Mont-Dore, la Bourboule, to name the most important. Vichy is perhaps the most fashionable health resort in France, and although the town itself is rather dull it does offer a wide range of entertainments, including first-class sporting facilities, a casino and outstanding theatrical performances. In addition, this world capital of the liver is well-organised for excursions. I was quite fascinated, too, by the main thermal establishment, where not only is there treatment of all kinds but also in a large hall a variety of vibrating apparatus which daily shakes a mass of human flesh—a quite extraordinary sight.

Clermont-Ferrand, an industrial city and capital of the region, is also rather dull. Yet in its Basilica of Notre-Dame-du-Port (eleventh and twelfth centuries) it has one of the finest Romanesque churches in France, while the Cathedral also repays a visit; and then in its great square, the Place de Jaude, there is a huge statue of a home-town boy, Vercingetorix of the Gauls. There is also in this city a curious fountain which petrifies anything in twenty-five days. Strangely enough, this provincial capital does not possess a single Michelin-starred restaurant, so for outstanding cuisine you must visit nearby Royat, which has two such establishments. In this spa there is also one of the most moving war memorials I have ever seen: an elderly peasant couple gazing down at the body of their dead son, at whose head stands his sorrowing wife and child.

Adjoining Clermont-Ferrand is Montferrand, once socially elegant and rich but which is rather shrunken and decayed to-day, and has nothing to offer except the rarest thing of all—charm. I spent a delightful afternoon visiting its medieval houses (well-listed in the Michelin guide for Auvergne). They are named rather than numbered: the House of the Elephant, the House of Adam and Eve, the House of the Apothecary. I wandered into many of the courtyards to see the carved stonework but when I tried to enter the court of Adam and Eve I found the door barred and a forbidding sign about trespassers displayed. By luck, however, Eve herself came out to empty a pan of ashes into the gutter and I managed to wheedle permission from her to see the place.

I entered, admired a fine spiral stairway of stone in the corner, decorated with a bas-relief of the Temptation, and then found my attention riveted to a pair of small boys who were tumbling in a pile of straw. They came toward me, shyly at first, then more boldly, eager to show me some books which their mother had given them as rewards for good behaviour. One proved to be a Tarzan of the Apes story, the other concerned an adventure of Mickey Mouse.

A short excursion from Clermont-Ferrand is the climb to the summit of Puy de Dôme (now surmounted by a great television mast), from which there is a panorama of the vast volcanic district (with seventy ancient craters). Nearby are the Roman ruins of the Temple of Mercury and other buildings. It was here, too, that Pascal first succeeded in weighing air. In the long-distant past Auvergne was a huge volcanic bonfire that lit up the sky by night and has now provided the countryside with a rich fertile soil and a number of pleasant small lakes as well as the material for the lava-coloured churches.

Among the small lakes I liked especially that of Chambon, where at Murols there are some pleasant hotels. A little farther on is the small spa of Saint-Nectaire where, in a dominating position, is the twelfth-century church, a superb example of the Romanesque Auvergnat school, and possessing some wonderful embellished capitals. Two other outstanding Romanesque churches are those in Issoire and Orcival. I stayed the night at the latter village, lodging in a most delightful *logis* where I enjoyed a superb birthday meal:

AUVERGNE HAM AND SAUSAGE
TRUITE BELLE MEUNIERE
PETITS POIS A LA FRANCAISE
(so tasty I could have made a meal of them)
PIGONEAU GARNI
SALADE — FROMAGES — PATISSERIE — FRUITS

With this banquet I drank an excellent local Corent *rosé* wine, with a cognac (plus a Havana) and coffee.

In Auvergne there are several of these *logis*, inns which are under official inspection and maintain suitable standards laid down by an organisation called the Fédération Nationale des Logis de France. They are usually situated away from the larger cities and their prices are most reasonable. Their signs should surely attract any traveller seeking cleanliness, welcome and good cooking. Driving through the Auvergne, the outstanding appeal is of the lesser mountains, often little more than precipitous hills among which roads and rivers wind like small-scale fjords. Huge drips of ancient lava have produced basalt formations like organ-pipes. Below them lies the dark volcanic soil, and the rocks rise from valleys of deep green.

An amazing town in southern Auvergne is Le Puy—perhaps the most astonishing city in France—famous among pilgrims for its miracle-working black Virgin. Four peaks rise prominently from the town or its immediate environs and two of them are crowned with shrines of dramatic aspect. They are the big gleaming statue of Notre-Dame-de-France, a 50-ft. Virgin of metal, on the Corneille rock; and the church of Saint-Michel-d'Aiguilhe on a volcanic needle of fantastic height and sharpness. You may climb to the top of each to gain superb views of the "Celestine country," for it was here that Robert Louis Stevenson made his famous journey, described in one of the finest travel books ever written; yet the total length of his journey, along with his affectionate beast of burden, was only some 20 miles.

Le Puy also possesses its magnificent Romanesque Cathedral of Notre-Dame, built in the twelfth century and remarkable for the six cupolas which roof the nave, the latter being flanked by side-aisles. The boldness of the nave over an enormous underground vault is also exceptional, and there is an important Treasury. Otherwise this town is rather dull.

Like most travellers, I think of those places which I have missed in former visits but which make me long to see them. In the Auvergne, la Chaisse-Dieu was one of these spots, but on a recent tour I came to it, with its glorious Church of St.-Robert, the largest church in France. A severe Gothic building of the fourteenth century, the interior offers an overwhelming dignity. In the large choir there is the tomb of Pope Clement VI, with fourteenth-century choir stalls and some fine early fourteenth-century tapestries. Nearby is a celebrated "Dance Macabre," painted in the fifteenth century.

Meandering on, I came to Massaic, where for lunch I was served with a regional speciality called "Tripoux." Resembling a tiny haggis, its interior appeared to consist of half-cooked lamb tripe, spiced with herbs and garlic. My stomach revolted, but my companion swallowed it all, along with the outer skin, and with the utmost relish. I felt much better, however, by the time we reached Saint-Flour, a small medieval town perched high on a rocky mount. It is one of the most curious cities of the Massif Central and one of the most attractive. Parisians consider

A REMINDER OF THE PAST: Perched high above the landscape, dotted with trees, is the ruined castle of Murols in the Auvergne. The building dates from the fourteenth and fifteenth centuries. Murols is a small summer resort.

TRANSPORTING CARS AND PASSENGERS

The great demand for car-sleeper accommodation between Boulogne and Lyons and Paris and Avignon in 1959, during which 18,100 cars and 55,000 passengers were carried, has convinced the French Railways that their services must be increased in 1960. From June 24 to September 24 there will be a service six days a week from Paris to Avignon. Return fares for the transport of a car and two passengers, with couchette sleeping berths, will be from £28 to £36 according to the length of the car. Extra passengers will be charged £9 for an adult and £4 for a child under ten and over four years of age. On the Boulogne to Lyons service there will be three departures a week from April 2 to May 7 and then from May 10 to October 1 the service will be daily. From October 4 to 8 only three departures have been arranged.

On the subject of car ferries it is interesting to note that Silver City Airways have once again reduced their rates for flying cars across the Channel in winter. For an example, a Rolls-Royce car can be flown across to Le Touquet or Calais for £14 instead of £18 or £21 10s., a reduction of about 25 per cent.

With the possible increase in the travel allowance it is believed by the travel trade that there will be considerable development in the use of self-drive cars, both here and on the Continent. There is little doubt that if we increase our travel allowance Continental countries are likely to do the same and it is probable that the number of visitors using self-drive cars in Great Britain will be very much greater. Quite the largest fleet of such cars in Europe has been built up by John Davy who started his hire business in 1933. By 1951 he had 250 cars all busily employed in the Festival of Britain season. To-day he has 1,250 new cars, self-drive or chauffeured, which can be hired not only for use in Britain but throughout the Continent of Europe. His main headquarters are in London but he has branches in Liverpool and

ON THE DORDOGNE: La Bourboule, the sister spa of Le Mont-Dore, in the Auvergne is often called "The Children's Spa." There are promenades along the banks of the river and two thermal establishments in the town.

If you are travelling to Birmingham by train this winter it is as well to know that from November 2 there will be no express service between Euston, Birmingham (New Street) and Wolverhampton (High Level). Instead there will be extra services between Paddington, Birmingham (Snow Hill) and Wolverhampton (Low Level). This has been brought about by the work involved in the modernisation of the London Midland Region. For those travelling to Coventry, additional services will be provided by certain expresses stopping specially at Rugby, where connections can easily be made.

In contrast the Royal Scot and the Midday Scot will run on faster schedules, but accommodation will be strictly limited and seats will have to be booked in advance.

From October 10, Spanish National Railways increased their passenger rail fares by 40 per cent. in all classes. This is in line with an increase in rail fares in other countries, including Switzerland and France.

A fascinating winter tour of Morocco has just been announced by air and private motor coach through the Atlas Mountains to such fabulous places as Tinerhir, the Gorge du Todra, Zagora and Ouarzazate. They have excellent accommodation in hotels run by the Moroccan Tourist Office. The price of this twenty-two-day holiday, including return air fare from London to Casablanca, is £245 18s. This is something new and well worth considering since touring by private car in this region is still in the exploratory stage.

Safari tours of East Africa need not necessarily last for weeks. Anyone travelling to Nairobi or Mombasa will be interested in the two-, three-, four- and five-day tours to view game which can be arranged from Nairobi by the Overseas Touring Company and by Floods Tours. They are neither costly nor do they require special equipment or clothing. If four people are travelling, a three-day tour need only cost £31 2s. per head, although this is very much more expensive if there is only one in the party.

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as the very end of the world, but do not let that deter you. It is also a useful base for pleasant car excursions.

Not far distant is the famous Garabit viaduct constructed by Eiffel (of Tower fame), while among the various chateâux I found that of d'Alleuse had historical links with England. During the Hundred Years' War it was taken by Bernard de Garlan for the English. Worn out, however, by many years of terror, the inhabitants of Saint-Flour burnt the château in order to evict the garrison. Its ruins, standing on a steep hillock, offer a romantic sight.

I can only mention some other places in the Auvergne which attracted me. There is the picturesquely situated little town of Conques whose Abbey Church of Ste-Foye, a Romanesque building of the eleventh and twelfth centuries, has a glorious tympanum. The Treasury possesses one of the most precious collections in France, with a complete range of examples of French church plate from the ninth to the sixteenth centuries. There are also medieval houses in this village.

At Ambert, the ancestor of paper manufacture in France, you can visit a mill and see the processes of turning rags into beautiful paper by methods which have hardly changed for 500 years. Nearby, in Marsac, there is a curious Chapel of the Penitents, while farther north is the medieval town of Thiers, the centre of the French cutlery trade, and offering a glorious panoramic view. Close by at Courty is an idyllic *logis*, to be recommended to those seeking complete peace and well away from it all.

Le Mont-Dore and la Bourboule, both spas, are pleasantly situated and good centres for walks. Finally, at Riom, the last place of call on my little tour, I found the same kind of enticing charm which attracted me in Montferrand. Apart from several interesting old houses, I found delight in the stained-glass windows of Sainte-Chapelle and in the statue of the "Vièrge à l'Oiseau," in the Church Notre-Dame-du-Marthuret. This art masterpiece was saved during the Terror by the local corporation of butchers, who hid it in a cellar.

FOR FURTHER INFORMATION

French Government Tourist Office, 66, Haymarket, London, S.W.1.

SOME RECOMMENDED HOTELS

Vichy: Amerique (second class).
Clermont-Ferrand: Colbert (bed and breakfast only, quiet).
Orcival: L'Ajasserie (logis).
Murols: Des Pins (logis).
Courty (near Thiers): Le Moulin Bleu (logis).
Besse en Chandesse: Hostellerie du Beffroy (logis).
Le Puy: Regina.
Murat: Des Messageries (logis).
St.-Flour: Voyageurs (in old town); Bonne Table (logis).

CRICKET-LOVERS' TOURS TO THE CARIBBEAN

A new series of lower-priced tours of the Caribbean will be launched in the New Year by Caribbean Tours Ltd., of 12, Park Mansions Arcade, London, S.W.1, to coincide with the M.C.C. cricket tour of the West Indies. Generally, the two-week tour will cost from £175 to £225, flying there and back, but this longer cricket-lovers' tour is rather dearer. Accompanying the British team on the first three weeks of its visit to the West Indies, flying to Bridgetown, in the Barbados, on around January 4, and returning after the second Test, will cost £350, while a longer five-week tour goes up to £550. However, with time off from cricket watching to include such tourist attractions as rafting on the Rio Grande and visits to islands like Antigua, St. Kitts and the Robinson Crusoe island of Tobago, it 's still a phenomenally inexpensive way of holidaying in the Caribbean.

The World of Books

FURTHER MEMOIRS OF DE GAULLE

The Second Volume Covers the Period 1942-4; Elizabethan Pioneers in America; Convalescence in the Hebrides; And Novels of the Week

WHEN General de Gaulle writes of a wartime visit to Washington that "enthusiasm was not called for," he is expressing just one facet of his remarkable personality. Talleyrand's famous injunction: "*Pas trop de zèle*," would have been unnecessary if he had been dealing with a man whose great qualities of leadership, of dedication and indeed of nobility have never included excessive enthusiasm. In the second volume of his memoirs which cover the period from 1942 when, as the General writes, the scales began to tip the other way, to 1944 and the liberation of Paris, he has once again given evidence of a solemn, classic and impeccable literary style. We know that poets usually write good prose and that, less expectedly, painters do, too, but the level of literary skill among the generals and field-marshals has been uneven. For the prose of General de Gaulle, however, there can be nothing but praise and sincere admiration. I read this fresh volume not only with the close interest which is naturally stirred and held by the great events described but with a real pleasure in the writing itself. UNITY (Weidenfeld and Nicolson. 30s.) is a fine book and a word of recommendation should go to the translation by Mr. Richard Howard.

THE ELIZABETHANS AND AMERICA (Macmillan. 25s.) is obviously a magnificent subject for a writer who is also an historian and it was chosen by Mr. A. L. Rowse for the Trevelyan Lectures which he gave at Cambridge, though he is himself a Fellow of All Souls at the Other Place. Mr. Rowse, who loves Oxford as he loves Cornwall, has a third affection which is for the United States, whether to travel in at the present time or to study in its historical associations. The writing of the talks which comprise this handsome book, therefore, fell most handily to him and it is a delight, rather than a surprise, to the reader to follow him through the phases in which the New World became known to the pioneer spirits of the reign of Elizabeth I. Mr. Rowse has some original points to make in the course of the book which, I should add, is an expanded form of the lectures themselves, and he also has some most amusing ones. He shows the dynamism of that age and stresses the Elizabethan element in both Pilgrims and Puritans. Decidedly this is one of the best and most spirited books Mr. Rowse has given us.

There must have been a tiny residue of the courage and enterprise of Drake and Raleigh left in Miss Lillian Beckwith when she set out, in a very frail state of health, to spend a long convalescence on a (to her) unknown Hebridean island. She arrived on a stormy night after a hazardous and unpleasant crossing and was only saved from physical disaster by an untimely demand for a ten-penny fare. The gate of the croft where she was to stay was under water, a twice-a-day occurrence when the tide was in, and she made her first entry over a 6-ft. wall. It would be agreeable to report that after that everything went smoothly and so it did, as far as helpfulness and friendship were concerned, but there remained a great deal for Miss Beckwith to learn about the Hebrides and its people and she has set down some of her findings in a funny and enchanting book, THE HILLS IS LONELY (Hutchinson. 21s.). She found, for instance, that cockerels are locked up on Sundays in tune with religious observance and that local opinion held that tethering them was "only hippinocrasy"; that a good way to clean a chimney is a two-man effort armed with rope, a stone and a bunch of heather; that cartographers may ask all the questions they want but the answers will be totally misleading if they don't live about here at all; that ships and docks refer to the local fauna and that "sheeps" are sometimes away as long as five years on a long cruise. Above all, Miss Beckwith learned to love the life among the inhabitants of the Hebrides that she accepted with such tolerance and humour, and we are the more fortunate for her recording of it.

A DAY OFF (Macmillan. 18s.) is a generous arrangement of two short novels and four other stories by Miss Storm Jameson, who remains one of my favourite novelists with something of the exquisite delicacy which was Willa Cather's and which has nothing of frailty about it. In this new book the best thing is indubitably the *nouvelle, The Single Heart*, which in its brief length combines a dramatic love story with deep compassion and a worldly consciousness of values—and "worldly" in the sense given here has no derogatory meaning. Storm Jameson is a professional writer: a title of honour. And because she is just that her books have not only the competence and the technical assurance which years of work could give but a respect for the written word and a love for this wonderful language of ours that will, I think, distinguish everything she writes.

Mr. Winston Graham emerged as a novelist after the war and has proved himself an inventive and forceful one, following no conventional heritage of manner and style and building his own reputation simply and surely. He is, and has been since his first book, a born writer; one who, without aspiring to genius, demonstrably writes because writing is the most important thing in his life. This has nothing to do with facility, as nearly every author will agree, but with a kind of drive which makes this career essential. This, at least, is the impact one gets from his work but I doubt whether my speculation is too far off the mark. His new book, THE TUMBLED HOUSE (Hodder and Stoughton. 16s.), is a story about a marriage and, incidentally, a suit for libel. An acute description of a particular London milieu, the novel is human, passionate, painful and very, very readable.

A REVIVAL OF OSCAR WILDE'S LAST PLAY: In *The Importance of Being Earnest*, at the Old Vic Theatre in London, Lady Bracknell (Fay Compton) is sitting, while behind, her daughter, Gwendolen (Barbara Jefford), is embraced by John Worthing (John Justin). The play was first produced in 1895—the year of Wilde's trial and imprisonment. It has not been revived in London for seventeen years and was last seen at the Old Vic in 1934. The comedy is the only Wilde play to have been performed by the company.

Mr. Jerzy Peterkiewicz, Polish poet and novelist, distinguished in both callings, writes in English and is an important factor in considering his work for it his work both a directness and a complete freedom banality which few translators could achieve, not their own shortcomings but from the nature of their ISOLATION (Heinemann. 16s.) is his new no combination of poignance and wit, of sharp observ and whimsical reflection that is peculiarly his own tion. The hero, believe it or not, is a free-lance spy his loved one the wife of a South American diplo The scene is London, the story often fantastic and result is a novel of great originality and humour.

Faraway, beautiful New Zealand is the backgro for Mr. Leo Fowler's novel, BROWN CONFLI (Harrap. 13s. 6d.), a story of the North Island almos hundred years ago before white men and Maoris achie that understanding which to-day is commemorated stone, high above Auckland's spectacular harbour. say that a book is instructional makes it sound a dull but I hope the author will not be affronted if I that I learned a very great deal of the count nineteenth-century history from his story and immensely interested in what I found.

THE RAPE OF VENICE (Hutchinson. 15s.) different kind of historical novel as one might, out too much effort, gather from the title. Mr. De Wheatley has been concerned to tell us, with his prodigality of effect, something about this romantic of cities in Napoleon's day and he has a for good or overflowing measure intrigue, viole love affairs, an interpolated passage to India, a ses with cannibals in Africa and the violation of a ha One ought to be able to say that there is something all tastes but I always find Mr. Wheatley's major in the romantic vein rather overwhelming so I withdraw, only pausing to recommend it to faithful fans.

To Ireland with the next novel, which is Walter Macken's SEEK THE FAIR LAND (M millan. 16s.), a tale of the west of Ireland in days of Cromwell, when that iron man's inte to subdue the Irish earned him the undying of a nation. As an historical reconstruction is the better of the novels and is warmly recommended whether for the authority of research or for its sheer readability—always endearing quality.

And so to a book from the United St I am as pleased as can be to announce the n of a set of maddening, lovable, exasperating wholly credible people who have been out of for nearly twenty years. They inhabit a York night school, one as a teacher and the o adult and almost excessively polyglot students. teacher's job is, putting it briefly, to make a little *less* polyglot or, in other words, to them to speak and read and even under the English language. He has a baffling and never more so than when he is d with that extraordinarily self-confident pe pupil who writes his own name in as decorated style. THE RETURN OF H*Y*M K*A*P*L*A*N (Gollancz. 12s. 6d.), by Leo Roste already been hailed, presumably because they were enough to hear about it before us, by such e appreciators as Dame Rebecca West, Sir Julian H Evelyn Waugh and Nicolas Bentley. I agree with word they have expressed on the subject and just mine to urge you to get hold of this book, pref by legal means, immediately. Always supposing, of that you like laughing.

Vernon Fa

If it is exceptional for the memory of a single man to endure across twenty-two centuries, it is even more remarkable when that memory has endured in spite of the deep obscurity that covers his personal life except his name and his dates. Such is the case with Hannibal, the man who descended like a thunderbolt upon the Roman world. There is no accurate record of Hannibal's sayings or beliefs, no self-portrait of any kind, unless it is to be found in his last words, "It is time now to end the great anxiety of the Romans who have grown weary of waiting for the death of a hated old man." From the bare bones of history Harold Lamb has reconstructed the life of the great Carthaginian commander. He calls his biography HANNIBAL: ONE MAN AGAINST ROME (Robert Hale. 21s.). It is a considerable achievement, and it is clear that Mr. Lamb, in his researches, has sought to build up a picture of Hannibal that makes due allowance for the hate that he inspired in his adversaries, who wrote about him with all the venom that we would naturally expect. All in all, this military genius was probably one of the noblest, as he was also one of the most unfortunate, men in antiquity. It may well be that Mr. Lamb's is a very fair judgment of the man whose memory, despite the cloak of obscurity surrounding him, must live for all time over the Middle Sea.

A THUNDERBOLT ON ROME

A Biography of Hannibal

Most visitors to Russia attract notice, for the R people want to know all they can of the world b the borders, but none more so than one child o (dressed as a cowboy), one very beautiful Negro one Indian, and one American who certainly m interesting group as, on their first day in Len they strolled down the Nevsky Prospekt to be by smiles and stares. Santha Rama Rau, the partner in this adventure, describes her party's periences in MY RUSSIAN JOURNEY (Gollancz. It was not exactly a comprehensive tour, coverin Leningrad, Moscow, and, interestingly enough, kistan, and there were a host of things Miss R her colleagues might have seen if they had be minded in the cities that they did visit.

Santha Rama Rau's objective, however, was to the people and vault the language barrier. In was successful, making a host of friends, parti

DUBLIN CHILDHOOD

OF my own childhood I can remember only a very few incidents, trivial and unrelated. So it is that I am both a suspicious and unfit critic of nursery and schoolroom autobiography. As a biographer I hold the view that, with a subject who lives out a normal life, whether he attains fame or no, only one short chapter should cover those early years. All children, I agree, live in a world of their own, but basically it is the same dream-world, though the furnishings may be English or French or Chinese or Irish. Accordingly, I approached Mr. Michael Taaffe's THOSE DAYS ARE GONE AWAY (Hutchinson. 18s.) expecting the mixture as before. As indeed it proved. The dolls and guys were Irish, the seaside was Cork harbour, but the vintage car was imported and behaved as all early Edwardian cars might be expected to behave. So did the children. Yet the charm of humour, the lack of egotism and the pleasant well-trained prose make this latest contribution to nursery autobiography agreeable reading, well up to the high standard of this now fashionable literary form. Childhood ends somewhat suddenly, and our boy puts his first trousers on to take an active role in a world gone mad, with the guns blazing in Donnybrook and Douai. Perhaps the change is rather quick, or perhaps the Irish nursery world produces no Peter Pans. But an admirable Wendy.

POSTSCRIPT TO A TRILOGY

The best of all reasons for writing a book in these days of high production is that writing gives the author great pleasure. Often enough the author who enjoys writing finds many readers who enjoy reading his book. So it is with Sir Lawrence Jones' postscript to his autobiographical trilogy I FORGOT TO TELL YOU (Hart-Davis. 21s.). His new book should not be regarded as his *Ego IV*. With the exception of his first chapter, which should certainly have adorned his *Victorian Childhood*, it is made up of bits and pieces, unrelated and miscellaneous, dealing with golf and religion, hates and likes, vignettes of war and foreign travel, a hotch-potch redeemed from the charge of "book-making" by the customary distinction of style, a fine sense of humour and modesty. Once or twice perhaps among his anecdotes a hoary veteran appears to challenge his title—Appius Claudius, for instance; and the salient points in one or two of his war memories will be appreciated fully only by a fast-vanishing remnant of his brothers-in-arms. But I can vouch for it that one reader, reviewer and old friend very much enjoyed reading what he obviously enjoyed writing.

John Gore

during her long stay in Moscow. Miss Rau's overall impression is that in Russia to-day there is a sense of "loosening up" of life and expression. It is minor but noticeable, she declares, and she found it both in the theatre and in casual acquaintances with people. In this connection the author quotes a visit to the Soviet play *Sonnets of Petrarch*. The story revolves around a middle aged engineer, a good party member, who falls in love with a young librarian. Some of the snatches of dialogue receive quite extravagant applause, as witness the remark by the hero, "in the old days we used to call this a dog's life. Now we call it simply a comrade's life." Another big moment comes when the engineer declares, "The thing that impresses me most about you is your eyes—there is no party in your eyes"—more applause.

It is appropriate at a moment when news is coming to hand of one of the greatest vintages of modern times, that Alec Waugh's IN PRAISE OF WINE (Cassell. 21s.) should makes its appearance. It is inevitable that with this year's harvest there should be a quickening of interest in the subject. The author's enjoyment of wine has brought him a great variety of experience, and this excellent book contains a lifetime's reflections, including drinking under Prohibition conditions in the United States and wineless wartime years in the Middle East. Mr. Waugh is full of unexpected information, and many will enjoy the reference to the wedding party of sixteen, including the happy pair, with only one bottle of champagne between them. It happened, however, to be a Nebuchadnezzar (equivalent of twenty bottles).

Sydney Clark has covered most of the world with his travel books. The latest is ALL THE BEST IN JAPAN (Sidgwick and Jackson. 25s.). Japan, from the flesh-pots of Tokyo to the remote corners of Honshu and Kyushu, takes lots of explaining to the Westerner. It would seem that Mr. Clark has succeeded admirably. He includes chapters on Manila, Hong Kong and Macao.

Paul Ignotus's POLITICAL PRISONER (Routledge and Kegan Paul. 16s.) is the author's account of harrowing and unforgettable experiences in Hungary, where he was arrested in 1949 and imprisoned for seven years, suffering every kind of hardship. A sense of humour shines through, relieving what otherwise would have been a book of grimness and despair; and one can well understand why it could have been so.

Latest addition to the Macdonald Illustrated Classics is George Borrow's THE BIBLE IN SPAIN (Macdonald. 12s. 6d.). Peter Quennell writes the introduction to this admirable and straightforward piece of narrative, which has for so long been admired.

R. C. E.

A FAMOUS AMERICAN ORCHESTRA VISITS LONDON: The New York Philharmonic plays at the Festival Hall, on South Bank, under the baton of its conductor, Mr. Leonard Bernstein. The occasion was the concluding concert last week of the orchestra's European tour. The programme combined classical and modern, with Brahms' First Symphony, Mozart's G Major Concerto, Berlioz' "Carnaval Romain" and two American works—Samuel Barber's Second Essay for Orchestra and Charles Ives's "The Unanswered Question." The critics were almost unanimous in praising the playing of the orchestra, especially its tonal character. Mr. Bernstein, who is a musician of versatility, having among other distinctions composed the music for *West Side Story*, came in for some criticism, especially for his interpretation of the Mozart Concerto, in which he was the soloist.

MUSIC IN LONDON

THE NEW SEASON AT SADLER'S WELLS: In the first act of *Andrea Chénier*, on the eve of the French Revolution the Countess de Coigny (Anna Pollak) is seated in centre. In left foreground is her daughter Madeleine (Victoria Elliott) and in right foreground Bersi, the mulatto maid (Ann Robson). Umberto Giordano's opera opened the Sadler's Wells 1959-60 opera season on Tuesday of last week. Charles Craig sings the title role of the poet who went to the guillotine in the early years of the Revolution. Direction is by Anthony Besch, and the settings were designed by Leslie Hurry.

UNITED IN DEATH: Chénier has been brought to prison in Paris and Madeleine has joined him, substituting herself for another condemned prisoner. After their final duet they walk out to the guillotine.

TOO LATE: Madeleine is with Gérard (Peter Glossop), the Revolutionary, who, too late, repents condemning Chénier to death.

TAPPING NEW MOTORING MARKETS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

MORE than once during the last thirty years men of vision in the British motor industry have felt that it was on the brink of being able to sell a car to every well-paid industrial worker. Lord Nuffield was talking about this as early as the '20's. The industry nearly did it with the £100 motor-cars of the early '30's which, as living standards gradually improved after the depression, represented something rather less than a year's earnings (£140 a year, in 1938 !) for the average worker in manufacturing. Time and time again, since the war, erudite analysts of the motoring market have seen this as the opportunity to tap a huge new market for private cars.

The shining example that has always been in the mind's eye of these manufacturers has been the magic transformation of the motor market in the United States between 1914 and 1924, when car ownership spread in a decade from 1 in 60 of the population to 1 in 9, and the output of Detroit manufacturers rose from under 500,000 cars in 1913 to 3,500,000 by 1923. No European country has yet seen so explosive an expansion of its motoring market; and in no European country, a generation later, does the ordinary fairly-well-paid working man yet expect to own a motor-car as a matter of course.

MANUFACTURING THE BABIES: Austin Sevens are nearing the end of the assembly line at the works at Longbridge, Birmingham. *Right*—Further back on the long production line the bodies of the baby cars are in position to be lowered automatically on to the chassis. In the background is the production line for the Austin A.40, an earlier model. The Austin Seven is the same, except for minor frontal differences, as the Morris Mini-Minor.

The transition, of course, may never be so dramatic; ever since the '30's there have been people with fairly low incomes who have managed to run cars, in one way or another. Some have had the use of cars they had to drive in their employment—though this happens more often in the middle classes. Some were in isolated situations where lack of public transport made it more essential to have some kind of personal transport: car ownership, though town-dwellers might be surprised at this, goes farther down the income scale in rural areas of Britain than in urban areas. And this spread of motoring has accelerated since the war. At the end of last year there were 4,500,000 private cars licensed in Britain. If you take the top 4,500,000 incomes, it brings you down well below a thousand a year. Average earnings in industry at the end of last year were nearly £11 a week; there must have been a big slice of the labour force earning, say, £15 to £25 a week.

Small increases in the real incomes of the better-paid artisan, therefore, or, alternatively, small decreases in the cost of motoring, offer the motor industry of Britain, like those of Western Europe, the chance of a largely new and potentially huge extension of the home market. There seems little doubt that the first is likely to happen; and additions to the better-paid worker's real income to-day fall almost entirely into the category of "disposable income," i.e., he can already afford all his necessities, and extra pay can be spent on what used to seem luxuries. Nor is this a matter of saving up; hire purchase offers the chance of acquiring the desired possession straight away and saving up for it while enjoying it.

British motor manufacturers cannot be accused of being remiss, either, in trying to bring down the effective cost of motoring. Setting the price of the cheapest range of cars against average industrial wages, certainly, it cannot be said that the amount of effort needed to afford a car has come down since the late '30's; but the picture is somewhat heavily affected by purchase tax. The British Motor Corporation's new Austin Seven and Mini-Minor, newly designed this year with an eye to exactly this new class of potential motorists, are impressive little cars at a retail price of less than £500; they would be even more impressive, without tax, for £350 each.

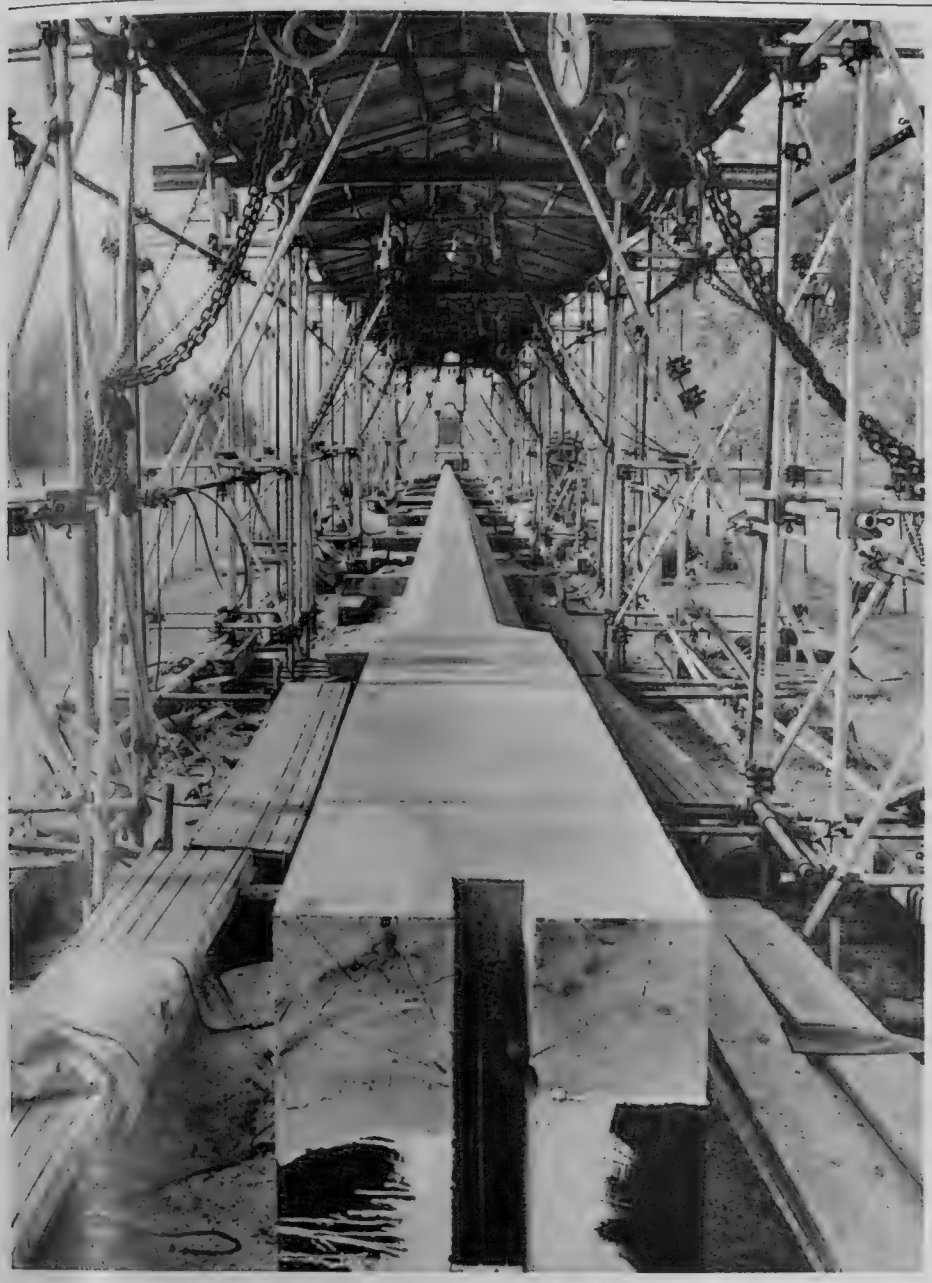
Perhaps the most interesting feature of motor development during the past year—which means, effectively, the marketing and design policy of the last three years or so, crystallised into the new vehicles of this season—has been a deliberate widening and separation of the former "small car" range into two; one at the old range of price, or slightly above it, and a new one markedly below.

Thus B.M.C., from its former range of Austin A.35 and Morris Minor, costing around £600, has extended upwards to the A.40 at around £650 and downwards to the two new "Mini" saloons at just under £500: the A.35 has been discontinued, though the Minor, Britain's most successful car design of the post-war era, remains in production. Ford already had something approaching this spread, in that its former Popular offered a sturdy pre-war design for less than £420, including tax, while the Anglia and Prefect were offered at just over £500 and just over £600. It has now matched the B.M.C. babies with a price a pound or two less, just under £500, for a new Popular, the former Anglia model; moved its price upward for a new and sparkling Anglia model, at £580-600; and retains its Prefect, re-engined and greatly improved in performance and economy, at £630 or so. Standard-Triumph, operating on a smaller scale than the two giants, has deliberately moved up the scale; its technically advanced new Herald, though remaining a small car, no longer competes with B.M.C. and Ford as the Eight and Ten did, but at £700-730, now competes with the economy models of the Vauxhall Victor and the Hillman Minx.

Would it be fanciful to see in this separation of the price ranges a further division of the Big Five of the British motor industry, in policy as well as in size? Ford and B.M.C., it would appear, are big enough to stake many millions of pounds on getting down to the new, potentially vast level of working-class motorists, offering many of them the chance to begin with a new car, instead of the progression of second-hand cars with which they have begun driving in the past, and from which until now few have had the chance to graduate.

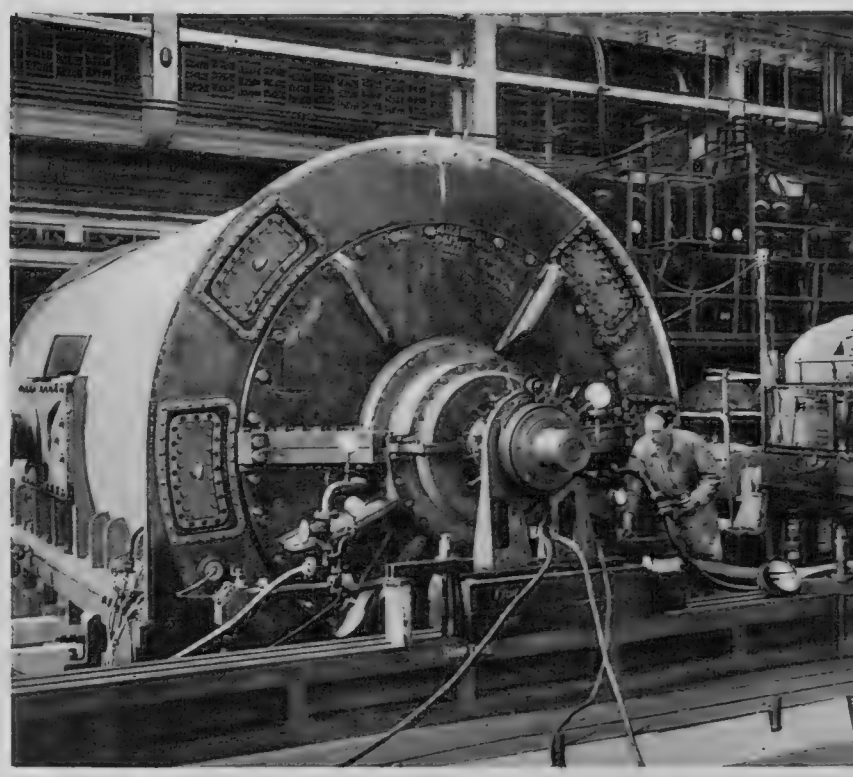
Rootes, last week, in announcing that it intended to spend another £10,000,000 on developing its manufacturing facilities, explicitly disclaimed any intention of competing in the size class, and presumably the price class of the new babies offered by B.M.C.; it has not Ford's opportunity to offer a larger car in this low price range by renaming a model for which the body dies and tooling must have been largely amortised by very large sales since 1953 when the former design of Anglia was first introduced. Vauxhall has never yet competed even in the size class of the former Anglia/Prefect, A.35/Minor: it should never be forgotten that the strength of the General Motors subsidiary in Britain rests more heavily than that of any other major car manufacturer on its commercial vehicle production, allowing it to choose its ground to compete with cars rather selectively. Standard, the only one of these three makers that until this year competed directly with Ford and B.M.C. in the smaller car range as well as the larger—and which until this year, also, had its car production fortified by a huge bread-and-butter business in tractors—has deliberately moved up and out of that competition, staking most of its commercial future on a car designed expressly for the more discriminating driver.

The attempt, by Britain's two largest manufacturers, to tap a new market for new cars is the logical corollary of their heavy capital investment in new manufacturing facilities during the past five years. For B.M.C., this has coincided with a policy of concentrating the manufacture of different main components of its cars into its various factories, and very elaborate re-equipment with machine tools to the design of which the group made considerable contributions itself: moreover, in the last twelve months it has also introduced a completely new "Farina" range of medium and larger-sized cars. Ford, re-equipping and extending its Dagenham plant and concentrating basic car production within it, is only just about completing its investment programme, and is greatly strengthening its design resources; even in the range of small cars its programme of innovation may not be over yet. Both major groups are to-day powerfully poised to develop their existing markets at home and abroad, against British and foreign competitors; but a vital part of their commercial and manufacturing policy is now concentrated on making that long-cherished ideal of the industry a reality—selling cars to the working classes.



SHAPING A GIGANTIC FLAGSTAFF FOR KEW

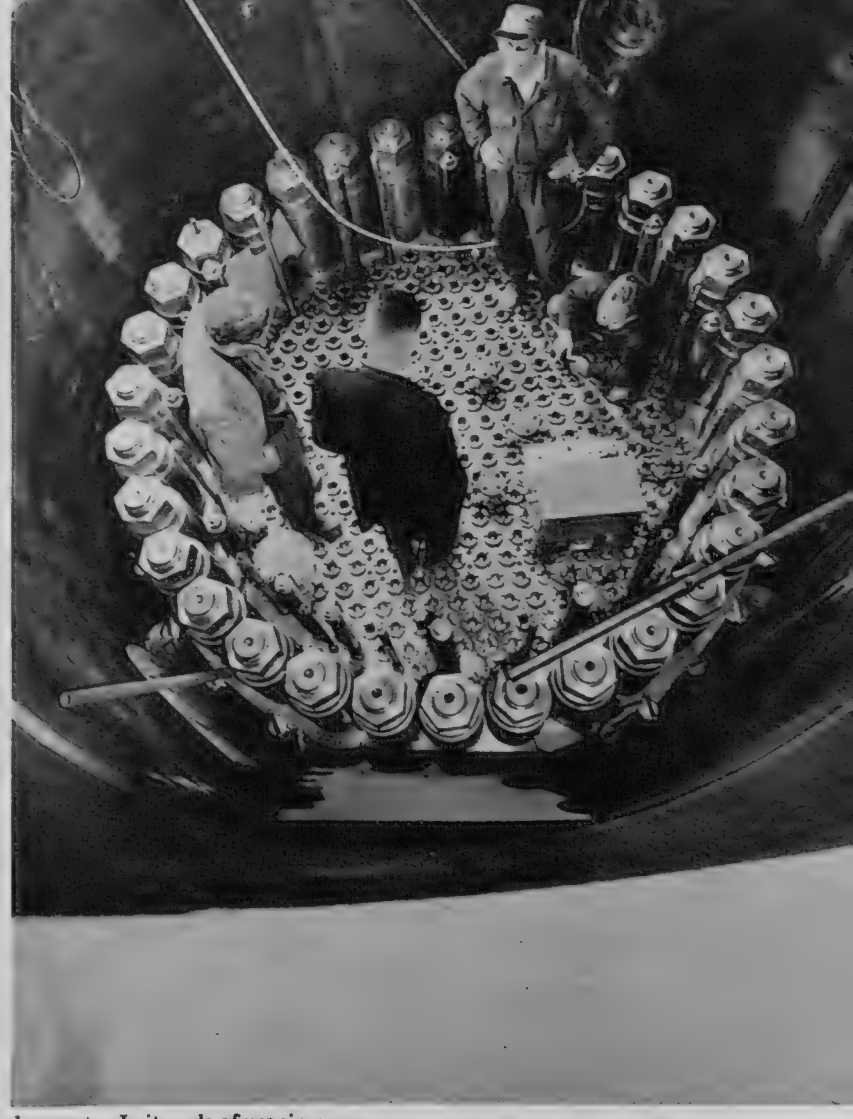
A Douglas fir, 270 years old and 275 ft. long, is shaped into a finished flagstaff, 225 ft. long, at the Crown Works of Higgs & Hill Ltd, South Lambeth, London. They were contracted for the task by the Ministry of Works. Given to the Royal Botanical Gardens by the Government and people of British Columbia, the tree presented, it is believed, the biggest cutting and shaping job of one log ever carried out in Great Britain. Originally it weighed 37 tons, and by the time the flagstaff is finished 19 tons of wood will have been removed. The first 16 ft. is 2 ft. 9 ins. square, the next 140 ft. tapering octagonal and the remainder tapering round to a finish of 11¾ ins. Since there was not a rack-saw big enough in Great Britain, a portable chain-saw has been used. After the trunk had arrived in the Thames, near the Isleworth Ferry Gate, in the first week of July, 1958, it was moved to a specially built scaffolding and given a protective roof. Ten towers were erected and spaced throughout the length of the log to carry the hoists.



A.E.I.'s FIFTIETH HYDROGEN-COOLED TURBO-GENERATOR

Being tested is the fiftieth hydrogen-cooled turbo-generator produced at the works at Trafford Park, Manchester, of the A.E.I. Turbo-Generator Division. It is a 60 mW. machine, running at 3,000 r.p.m., commissioned for the Elland Power Station of the Central Electricity Generating Board, for which two such turbo-generators were commissioned. The first hydrogen-cooled generators to be produced in Great Britain were the two 60 mW. (75,000 kV.) 3,000-r.p.m. machines built at Trafford Park and installed in Littlebroom "B" Power Station of the South-East Division of the C.E.G.B. in 1948-49. Among the machines to be produced at the Trafford Park works since 1948 are a number for the C.E.G.B. and some for various destinations abroad, with outputs up to 120 mW.

Constructed in the heart of the Hoeke Mountain on the outskirts of the East Norwegian town of Halden, the world's first boiling heavy water reactor was built by the Norwegian Institute of Atomic Energy. *Above*—King Olav (second from the left) looks down into the reactor pit, during the recent visit in which he formally inaugurated the reactor. He is flanked by two directors of the station. *Right* is a view of the top of the reactor tank. The tank was tested by being filled with helium gas. The reactor was designed to be used for an O.E.E.C.-sponsored programme of research and development. In it, rods of uranium are submerged in heavy water, bringing the water to boiling-point under heavy pressure. It is estimated that the reaction will produce a heat output of 20 megawatts. Ordinary steam produced in the process is sold to one of the paper mills in Halden. The Halden plant, which cost about £1,200,000, is unique in that it is the first nuclear power plant designed to produce industrial heat rather than electricity. It may also become important as a stage in the development of nuclear plant for ship propulsion.



THE WORLD'S FIRST BOILING HEAVY WATER REACTOR

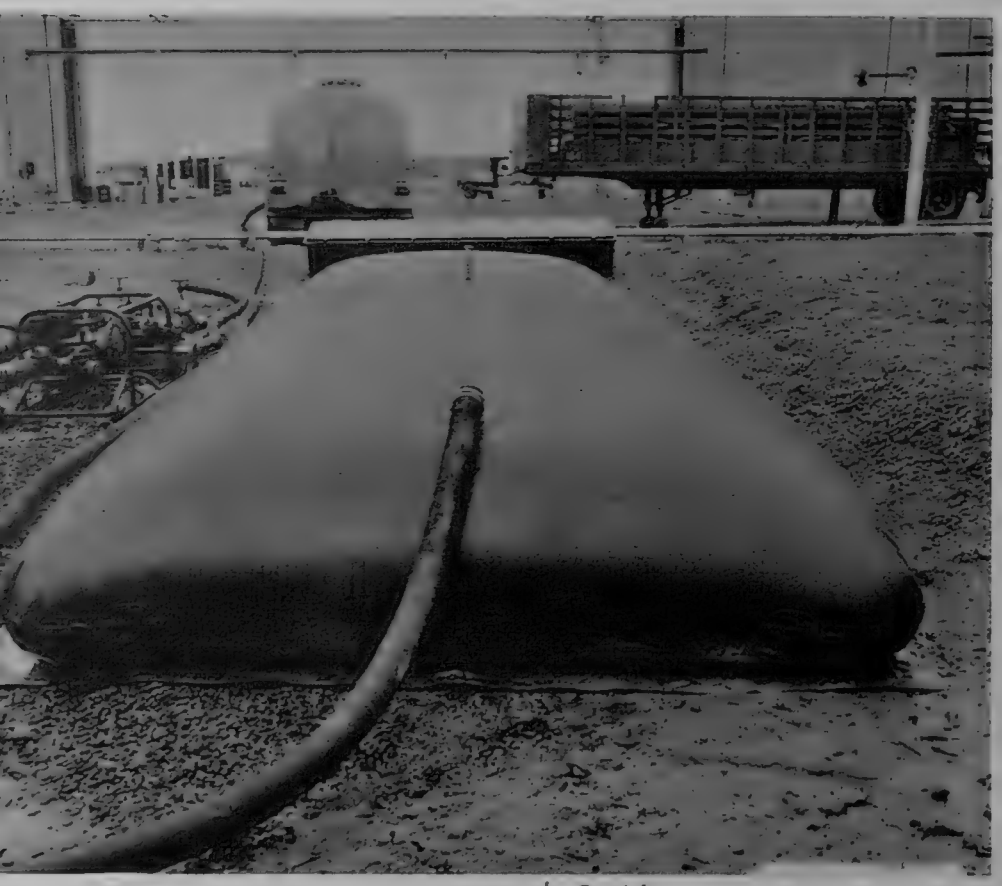
PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

MASSIVE OFFICE BLOCK FOR LONDON

Scaffolding surrounds St. Christopher House, which is being built in Southwark Street, behind the south bank of the River Thames. With fifteen storeys and of reinforced concrete construction, it will be one of the largest office blocks in Europe. The building, providing 860,000 sq. ft. of floor space, is expected to cost £5,000,000. It is due to be completed next September. Originally, the intention was that it should be occupied by the Ministry of Transport and Civil Aviation as constituted before the change in the Government. The contractors are Token Construction Co. Ltd.

A NEW PLASTIC SAILING DINGHY

The 12-ft. Alpha dinghy illustrated above is built by Bossoms Boatyard, Medley, Oxford, and has a new type of glass-fibre hull made by Bristol Aircraft Ltd. The hull consists of two shells, one within the other, reinforced by a rigid plastics foam filling. This is injected into the cavity between the shells in carefully-controlled proportions. The filling strengthens the hull and its lightness gives the boat a buoyancy claimed to make it unsinkable. The boat was designed specifically for glass-fibre construction by Stuart Wilson and Ian Proctor.



Above—

PILLOWS FOR FUEL STORAGE

The United States Corps of Engineers during the past year has placed contracts valued at about £900,000 with the Goodyear Tyre and Rubber Company for the provision of over 1,000 pillow-type fuel storage tanks. The picture shows fuel being pumped into one of the tanks. It is 40 ft. long, 10 ft. wide and when filled to capacity will hold 10,000 gallons and be 4 ft. high. The tanks are manufactured from synthetic, rubber-coated nylon, are comparatively light and can be folded when not in use. Fuel can be dispensed into aircraft at the rate of 600 gallons per minute. The pillow tanks can be used for storing and for transporting several different liquids.

R.N. W/T STATION

Comparable in size with the G.P.O. Rugby Radio Extension, the new Admiralty W/T station at Inskip, near Preston, is one of the largest in the country. The Marconi Wireless Telegraph Company Limited supplied and installed the station's thirty transmitters, which range in output power from 40 kW. to 3½ kW. Four of the Marconi Type SWB11X seven kW. transmitters in the west wing of the building are illustrated. The Inskip station was planned by Admiralty and Marconi engineers working in close collaboration. Marconi's had the overall responsibility for the installation of all the radio equipment and the fabrication and rigging of aerials. The Admiralty provided the buildings, the electrical fittings and stand-by power supplies. Other firms supplied ancillary equipment.

On right—

MOTORWAY TRAFFIC SIGNS

As the Birmingham Motorway, which is due to be opened on November 2, nears completion, several of the finishing tasks are proceeding rapidly. Among these is the erection of traffic signs, and much of this work is being undertaken by Franco Traffic Signs Limited, of Boreham Wood, Hertfordshire. One of their erection teams is shown hoisting a large directional sign into position on the Motorway. The backboard is of mild steel and the framework of tubular steel purlins. The supporting columns are of concrete. Some of the signs being erected along the Motorways are 400 sq. ft. in area. Illumination of these large signs is from concealed lighting on the ground.

THE ROVER RANGE OF SALOONS: In front of Chadwick Manor Hotel, at Knowle, Warwickshire, are, from the left, the Rover 80, the Rover 3-litre, and the Rover 100. Replacing the 60, the 80 has a 2¼-litre engine and, like the 100, has disc brakes. The Rover 100 has a new 2.6-litre engine, which was developed from the Rover 3-litre engine. Both the 80 and the 100 are fitted with overdrive, unless customers state that they do not wish to have it. The 100 replaces the 90. It was introduced with the 80 last month.

THE 1959 MOTOR SHOW

At the 44th International Exhibition at Earls Court the Improvement in British Car Design is One of the Main Features

By "THE SPHERE" MOTORING CORRESPONDENT

THE London Motor Show is in full swing. The turnstiles at Earls Court are clicking merrily. Once again London has become a place of motoring pilgrimage. From all over Britain, from many Continental countries, from the ends of the earth, have come swarms of automobile experts to see this unrivalled display of cars from the factories of ten different nations.

Sixty manufacturers are showing more than 300 of their latest cars. They come from Russia (exhibiting at the London Show for the first time), the U.S., Canada, France, Germany, Italy, Holland, Sweden, Czechoslovakia and, of course, Britain herself. If you count the makers of tyres, components and accessories of all kinds, there are 500 firms showing their latest products at Earls Court.

There is no section this year for boats and marine engines, and that means more room for the cars. A good thing, too, for never before has the British motor industry had so many good things to put in this gigantic shop window. It really has been a vintage year for new models. I cannot remember a motor show with a wider range of new cars.

Surprises were few. There were no last-minute decisions to show any important new models. In this respect the Show reveals an even more pronounced tendency on the part of Britain's car manufacturers to abandon the old practice of "saving up" new cars for the autumn Show. They do not do that any more for a variety of reasons. I suppose it robs the annual Show of some of its old excitement, but it detracts little from the overall glamour of the event. It still pulls in the crowds—and always will. There is a great fascination in seeing all the various new models from several different countries displayed side by side in a manner that gives unrivalled opportunities for comparison.

Let me say right away that the British cars on view at Earls Court make a brave show. They compare more than favourably with any of the equivalent foreign models. Judge them how you will—on looks, cost, reliability, finish, mechanical design—they reflect a very lively appreciation by the British motor industry of the motorist's needs and tastes in a hundred different markets.

I am speaking in general terms, of course. I cannot deny that there are still a number of British cars which, for one reason or another, cannot be included in this hymn of praise. Some still affect styling which is an affront to the æsthetic taste of present-day motorists; others pay too little attention to finish; a few have an inexcusable and wholly unrealistic petrol thirst; and in some cases the price tag is insulting. These examples are merely the weeds left to languish in an otherwise well-cared-for, well-planned garden.

Below—THE FORD CONSUL DE LUXE: The 4-cylinder car is on the Oban to Ballachulish road beside Loch Linnhe. In the background are the ruins of Stalker Castle. The Consul de Luxe costs £822 15s. 10d., including £242 15s. 10d. purchase tax.

In writing about past shows, I have felt it necessary to criticise British manufacturers for shocking neglect of body design and for their conservative, unimaginative approach to design problems on the mechanical side. How different it is this year! Of the Big Five, two manufacturers—British Motor Corporation and Standard-Triumph—have felt so keenly on the subject of styling that they have gone to Italy for artistic help in working out attractive body lines and, incidentally, getting the benefit of the high prestige enjoyed in many export markets by names like Pinin Farina and Giovanni Michelotti.

On the mechanical side we have cars like the B.M.C. babies, the Triumph Herald, the "Easidrive" Minx and the V-8 Rolls and Daimler models to shatter completely the industry's old reputation for being stick-in-the-mud. Here, indeed, is styling to match the best anywhere in the world. Here, too, is design ingenuity which augurs well for the

(*Continued on following pages*)

THE 1959 MOTOR SHOW

Continued from previous page

future. There is no doubt that the star exhibits in this show are the B.M.C. babies, the Ford Anglia (partly because it was announced only recently and is still something of a novelty), the Sunbeam Alpine (because of its lovely lines, 100 per cent. British in every curve) and America's new "compact" cars: the rear-engined, air-cooled Chevrolet Corvair, the Ford Falcon and (from this week-end) the Chrysler Valiant.

Technically, the outstanding features of this Show are the revolutionary concept of the 850-c.c. Austin Seven and Morris Mini-Minor (identical except for the name-plate), with their front-wheel drive, rubber suspension and "east to west" engine mounting to save space; the use of independent rear springing by the B.M.C. babies and the Triumph Herald; the growing popularity of the British-pioneered disc brake on saloons as well as sports two-seaters; the invasion of the 1½-litre field by the automatic gear-box (the Smith magnetic-powder system on the Hillman and Singer models); the wider use of automatic transmission and overdrive devices and the decline in popularity of the automatic clutch; improvements in suspension both by radically new systems as on the B.M.C. babies and the Triumph Herald and by refinements to the well-tried semi-elliptic formula as exampled by the new Ford Anglia; the accent put on fuel economy by leading manufacturers, including Ford, who make it a leading sales point for their new Anglia; and the sudden emergence of two V-8 engines, one by Rolls-Royce the other by Daimler.

Some of the French exhibits, notably the Renault, Peugeot and Simca models, underline the new concern felt by car builders over the need to give their customers a more comfortable ride.

Among the smaller technical developments which I think worthy of mention are the decision to give the new Jaguar models a warning light on the facia which flashes if the brakes lose their hydraulic fluid for any reason; and the fitting to all models by Peugeot of the device which automatically stops the engine fan when the temperature of the engine makes its use unnecessary and wasteful.

There is much more than technical interest in the new "compact" cars from the U.S. The Corvair, Falcon and Valiant are a recognition by America's Big Three that there is a considerable demand in the U.S. for a car that is less expensive to buy, easier to park and cheaper to run than the finned, heavily-chromed, overpowered monsters that pour off the Detroit assembly lines at such a fantastic rate.

This demand has been shown by the rapidly increasing sale in the U.S. of small cars imported from Europe. It is estimated that the sale in the U.S. of imported cars jumped 90 per cent. in the first half of 1959 compared with the first six months last year, and that the total for the year is likely to be 600,000, with Volkswagen, Renault Dauphine, Ford, Opel, Simca and Fiat contributing, in that order, most to the total.

It will be interesting to see to what extent, if any, the arrival of the U.S. "compact" cars will affect the sales of these European cars in America. They are, of course, bigger than the products of most of the European firms I have just listed. They are about the same size as the Ford Zephyr and Vauxhall Velox. Each has a 6-cylinder engine, the biggest being the 2.8-litre unit of the unconventional Valiant. The Corvair's rear-mounted engine has a capacity of only 2.3 litres, is of "pancake" design and makes free use of aluminium to reduce weight. The two-door Ford Falcon has a 2.4-litre engine. Each of these three cars is a five-seater.

I have seen only the Ford and Chevrolet up to the time of writing and I like the look of them. They have simple, pleasing lines without an excess of ornamentation or gimmicky frills. I think they will sell well in America, but probably more at the expense of their own bigger cars than that of Europe's Fords, Volkswagens, Opels and Dauphines.

Sir Leonard Lord must feel very happy about the B.M.C. display at Earls Court. Pride of place must go to the minicars designed by Mr. Alec Issigonis. The "Sputnik," as it is affectionately styled at Longbridge and Cowley, is one of the most exciting, courageous little cars Britain has ever produced. Selling for less than £500 in its standard form, tax included, it is deceptively roomy, parks on a threepenny-bit, has a remarkably moderate petrol thirst, and is capable of cruising all day at a comfortable 50 m.p.h., holding the road magnificently. It is a car that has earned the highest praise from critical motoring writers on the Continent.

No other car firm in the whole history of motoring has had such a busy twelve months as the B.M.C. and they have a fine range of cars to show for their labours. Its backbone is the Farina "line" of five 1½-litre models in which these famous marques are represented: Austin, Morris, Riley, M.G. and Wolseley. They are basically the same, but have subtle differences cleverly aimed at the affections of died-in-the-wool motorists who have remained faithful to one or other of these makes over the years. They range in price from £801 10s. for the Austin A.55 to £1,028 for the Riley 4/Sixty Eight.

Three B.M.C. models on show at Earls Court use the new 2.9-litre, 6-cylinder engine: the Austin Healey 3,000 sports two-seater (£1,168), the Austin A.99 (£1,149) and the Wolseley 6/99 (£1,255). The two saloons, disc-braked, share the same Farina-styled coachwork, which bears a strong family resemblance to the smaller Farina models. With the 950-c.c. Healey Sprite (£632) and the MGA 1600 (£940) in addition to the bigger disc-braked Healey, B.M.C. are well represented in the lucrative sports-car field. The latest B.M.C. model is a new Vanden-Plas bodied Princess. A 3-litre car, it is available with automatic transmission.

Ford of Dagenham also have a wide range of cars offering good value for money. Their latest model, the 997-c.c. Anglia four-seater saloon (£589), with a top speed of 75 m.p.h. and a petrol mileage of up to 45 to the gallon, is probably one of the best cars that have ever come off the Dagenham assembly lines. An outstanding feature of this new economy car is the generous accommodation of the back seat, with ample head-room assured by that saucy-looking, reverse-angle back window. They have turned the old side-valve, three-speed Anglia into the new Popular with a price tag of £494 which undercuts the B.M.C. babies and makes it one of the most appealing cars in the entire British catalogue for the family of limited means who do not want to do a big mileage.

If it 's a four-door version of the Anglia that you are after you can get it with a different overcoat. In other words, they are using both the body and the name of the old Prefect and selling it (with o.h.v. engine, four-speed gear-box, and the rest) for £622. The 4-cylinder Consul, and the 6-cylinder Zephyr and Zodiac saloons continue unchanged.

On the stands of the Rootes Group there are samples of the smart new 1½-litre, disc-braked Sunbeam Alpine sports two-seater (£972), the face-lifted Hillman Minx and Singer Gazelle with the "Easidrive" automatic gear-box (£889 and £972 respectively), the greatly improved Humber Super Snipe with the new three-litre engine, and disc brakes at the front (£1,453) and the disc-braked Sunbeam Rapier (£986).

The Triumph Herald is new since the last London Show and the Standard-Triumph organisation's Earls Court display includes a twin-carburetter version of the sales model, which in its cheapest form costs £702. Although production of this car is increasing every week there is still a full order book signed by motorists who like the economy of its 950-c.c. engine, its admirable four-speed gear-box, its incredibly small turning circle (25 ft.), the independent rear suspension, Michelotti's styling and the easy maintenance (with no grease-nipples to worry about). The convertible version sells for £731. The Vanguard and Ensign saloons continue with little change.

The same is true of Vauxhalls' 1⅓-litre Victor (£710) and the 6-cylinder Velox (£929) and Cresta (£1,01[illegible]), which are being turned out in increasing numbers at the fine new Luton plant of this branch of General Motors.

The products of the independent car firms which are attracting most attention are the Rolls-Royce and Bentley models (including the big new Phantom V) with their 6¼-litre, V-8 engines; the Jaguar Mark 2 models (with a choice of 2.4-, 3.4- and 3.8-litre units); the new Rover 80 and 100; the Gran Turismo model of the 3.7-litre Aston Martin DB4; and the V-8-engined Daimler SP250 sports two-seater.

On right—

A LUXURY CAR: The Rolls-Royce Phantom V seven-passenger limousine has coachwork by Park Ward. The Phantom V replaces the Silver Wraith range and only bodies built by specialist coachbuilders will be fitted to the chassis. The Park Ward version, without extras, costs £8,904, including tax. Its engine is the new aluminium, 6,230-c.c., V-8 which powers all the latest Rolls-Royce and Bentley models. The Phantom V has a wheelbase of 12 ft. and an overall length of just under 20 ft. Automatic transmission and power-assisted steering simplifies the task of driving the big car in traffic. There is a flexible system of air-conditioning and air cooling is available as an extra. Drum brakes are still retained in preference to the disc type.

On far right—

CONTINUING UNCHANGED: The Daimler Majestic, which was announced in July 1958, is a 3.8-litre saloon, its power unit developing 147 b.h.p. at 4,400 r.p.m. There are disc brakes on front and rear wheels and automatic transmission is fitted. The Daimler Company Limited state that the success of this handsome car is such that it is being continued unchanged in the 1959/1960 production programme. Its price is the same as last year's—£2,495, including purchase tax.

A RANGE OF CARS FROM ITALY: The three cars in the left foreground are, from the front, the Fiat 500 Sports, the 600 Convertible, and the 1200 Roadster; in the centre foreground are the 500 with sun roof and the 600 Multipla; and on the right the 500 Convertible, the 600 Sedan, and the 1200 "full light." In the background, from the left, are the 1100 Sedan, the 1800 Station Wagon, the 1100 De Luxe, the 1800 Sedan, and the 1100 Family Sedan. Not included is the latest Fiat model, the 105 m.p.h. 1500 Cabriolet.

On left—

AGAINST A BACKGROUND OF YACHTS: The Ford Zodiac convertible is seen at Rye. Except for minor changes in styling, the car is the same as last year's model. It has a 6-cylinder engine, developing 85 b.h.p. at 4,400 r.p.m. Overdrive and automatic transmission are available as optional extras. In the boot there is room for 16 cub. ft. of luggage. The power-operated top is standard equipment. For the Zodiac Convertible, there are now ten different single colours available as well as six dual-tone schemes.

THE 1960 VAUXHALL RANGE: The new 6-cylinder Velox has a large wrap-round rear window, without the two pillars which were on the former model. There are other changes externally, including the disappearance of the traditional Vauxhall "flutes" which ran down the sides, and an increase in the depth of the radiator block. The Velox costs £929, including purchase tax.

A NEW JAGUAR: Retaining the same outline shape as the current 2.4- and 3.4-litre Jaguars, the Mark 2 has greatly improved visibility all round with deeper windscreen, thinner windscreen pillars, and the semi wrap-round rear window. The Mark 2, which costs £1,554, with tax, has Dunlop disc brakes all round.

THE AERODYNAMIC 406: The latest in the line of Bristol cars, the two-door, four-seater, 6-cylinder saloon has Dunlop Servo-assisted disc brakes on all four wheels. It made its first appearance at last year's Earls Court Show, replacing the earlier 405. The 406 has a bigger engine than the 405—2,216 c.c. against 2 litres—and has a top speed in excess of 90 m.p.h. Overdrive is a standard fitting. The 406 has a wheelbase of 9 ft. 6 ins. and is 16 ft. 6 ins. long.

On right—

A ROOMY SALOON: Having made its debut at last year's Motor Show, the Armstrong Siddeley Star Sapphire Light Six Saloon remains unchanged at the present exhibition. Fitted as standard equipment are Borg-Warner automatic transmission, Burman integral power steering and Girling disc front brakes. The 6-cylinder engine has a capacity of 3,990 c.c. and gives a maximum speed of over 90 m.p.h. The Star Sapphire's wheelbase is 9 ft. 6 ins. and its overall length just over 16 ft.

THE 1959 MOTOR SHOW

On right—

ANOTHER NEW B.M.C. CAR: The Princess 3-litre, announced by the manufacturers on Wednesday of last week, is mechanically similar to the Wolseley 6/99 and the Austin A.99. The body, completely new, is designed and constructed by Vanden Plas Limited. The 2,912 c.c. 6-cylinder o.h.v. engine, developing 112 b.h.p., gives the car a 100 m.p.h. performance. Fitted with disc brakes on the front wheels, it costs £1,397, including tax. The Princess 3-litre is also available in limousine form with a dividing glass panel between front and rear seats. Automatic transmission is available.

POPULAR SALOON: The Vauxhall Victor de Luxe, which was modified with the other Victors last February, costs £802, including tax. Continuing unchanged for 1960, the Victor has a 1½-litre engine and synchromesh on all of its three gears. It is one of Britain's best-selling export cars, being particularly successful in the United States.

On right—

DURABILITY, COMFORT AND ECONOMY: The Morris Oxford Series V, announced in March, costs £844, tax included. One of the features in its proving programme was a 25,000-mile road test on the rally routes of France, Spain and Portugal. The Series V is one of B.M.C.'s Farina-styled models.

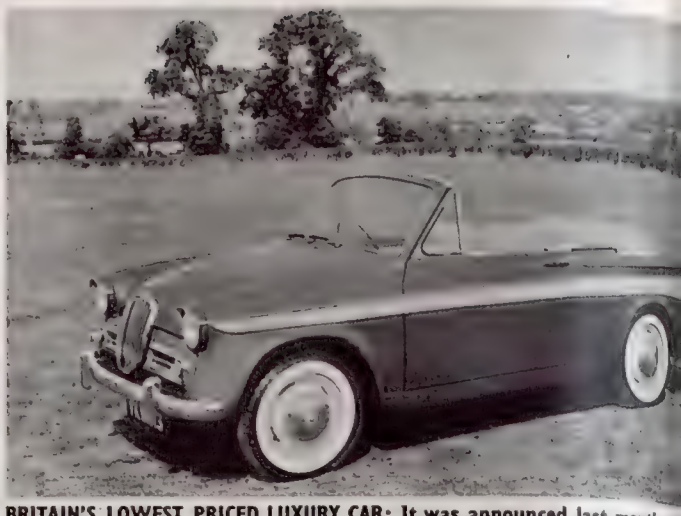
A FAMILY SALOON OF ADVANCED DESIGN: Announced earlier this year, the Triumph Herald is Britain's first family saloon with independent suspension on all four wheels. Other features of the car are its 25-ft. turning circle and the absence of greasing points. Capable of about 70 m.p.h., it has a 948-c.c. engine. Fuel consumption averages 44 m.p.g.

Below—

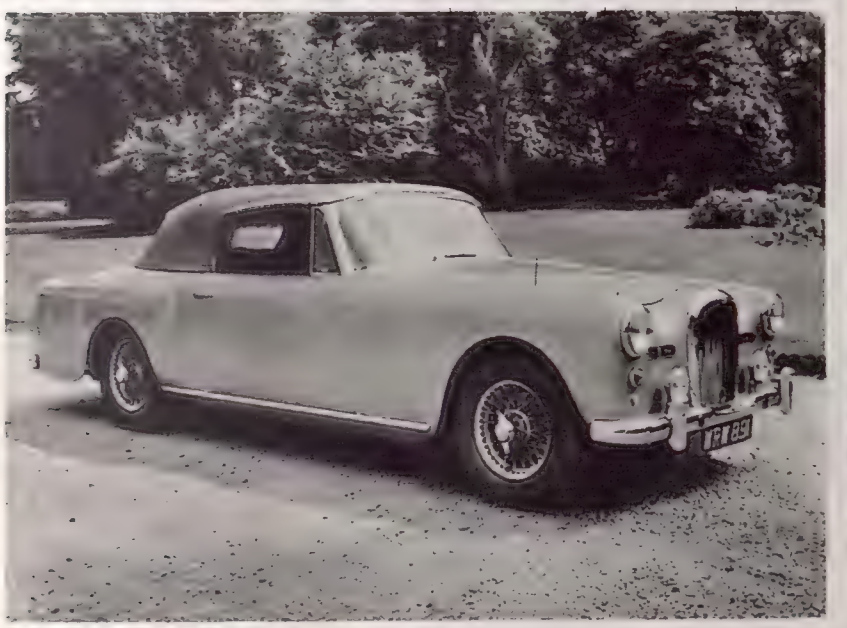
A NEW FORD SHAPE: The most striking feature in the radical design of the Anglia (the de luxe model is shown) is its reverse angle rear window, designed, among other things, to give more headroom for passengers in the back seat. Like the Prefect, it has the four-cylinder 997-c.c. engine.

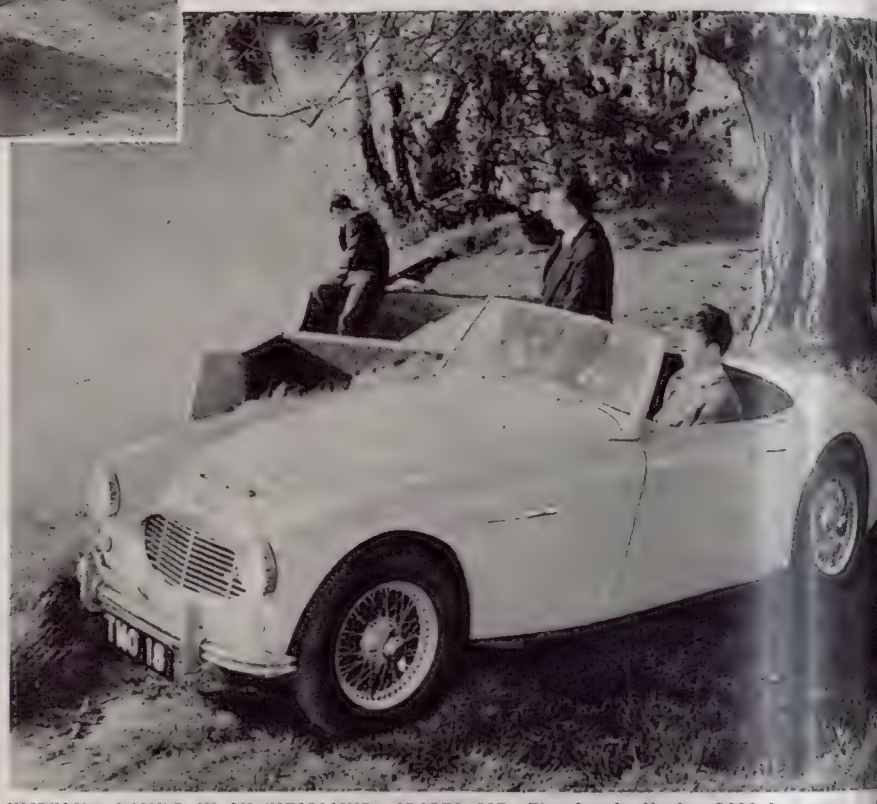
WITH A NEW ENGINE: Externally, apart from a change in the body colours available, there is little difference in the new Ford Prefect de luxe. The interior has been restyled but the main change is in the engine. The new Ford 997-c.c. unit with its four-speed gear-box has been installed. Price, with tax, is £622.

A VALUABLE EXPORT MODEL: The Jaguar XK150 open two-seater is on a road near Talsarnau, not far from Portmadoc, in North Wales. One of Britain's most successful export models, the XK150 was first made with a 3.4-litre engine, but is now available with one of 3.8 litres. The 3.8-litre model costs £1,942, including purchase tax. The XK150 range is not this year being exhibited at Earls Court.



BRITAIN'S LOWEST PRICED LUXURY CAR: It was announced last month that the Singer Gazelle is available with "Easidrive" automatic transmission. The convertible model costs £957, including tax, the "Easidrive" system adding about £125 to the price. The Gazelle has also been given fresh styling, with flared tail fins and deeper, wider windscreens to give better visibility.





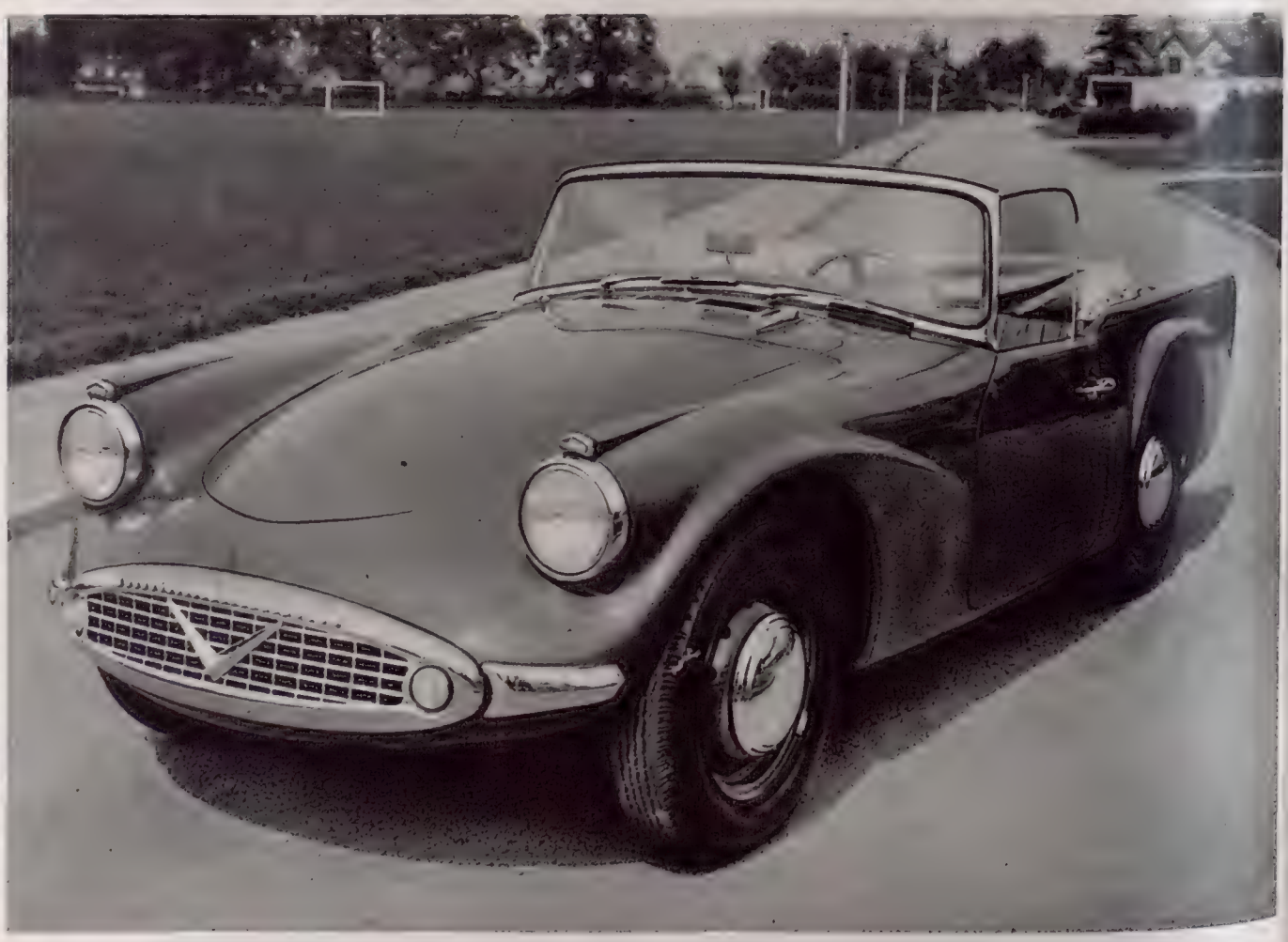
INCREASED POWER IN AN ESTABLISHED SPORTS CAR: The Austin Healey 3000 has now a 2.9-litre engine, making it one of the fastest cars on the road. A greater measure of safety is given with the fitting of Girling disc brakes to the front wheels. Another development in the 3000 is that there is now a version with a four-seater body.

ELEGANCE AND DISTINCTION: The Alvis 3-litre coupé has coachwork by Park Ward, designed by Graber of Switzerland. First introduced in 1956 for the export market, it is now available for home buyers. The engine develops 104 b.h.p. to give a maximum speed of over 100 m.p.h. and a fuel consumption of 26 m.p.g. has been obtained. The only change this year is that disc brakes have been fitted to the front wheels.

THE 1959 MOTOR SHOW

On right—

PRIMARILY FOR THE EXPORT MARKET: A vestige of traditional Daimler style remains in the fluted grille over the radiator of the Daimler SP250. First shown in pre-production form at the New York Show in April, the SP250 is now in production. The first year's supply will go to North America, the first models for the home market appearing next year. Powered by a new 2½-litre, V-8, 140 b.h.p. engine, it has a maximum speed of 120 m.p.h. The SP250 accelerates through the gears from 0 to 100 m.p.h. in 26.9 secs. The price, including £411 purchase tax, is £1,395.



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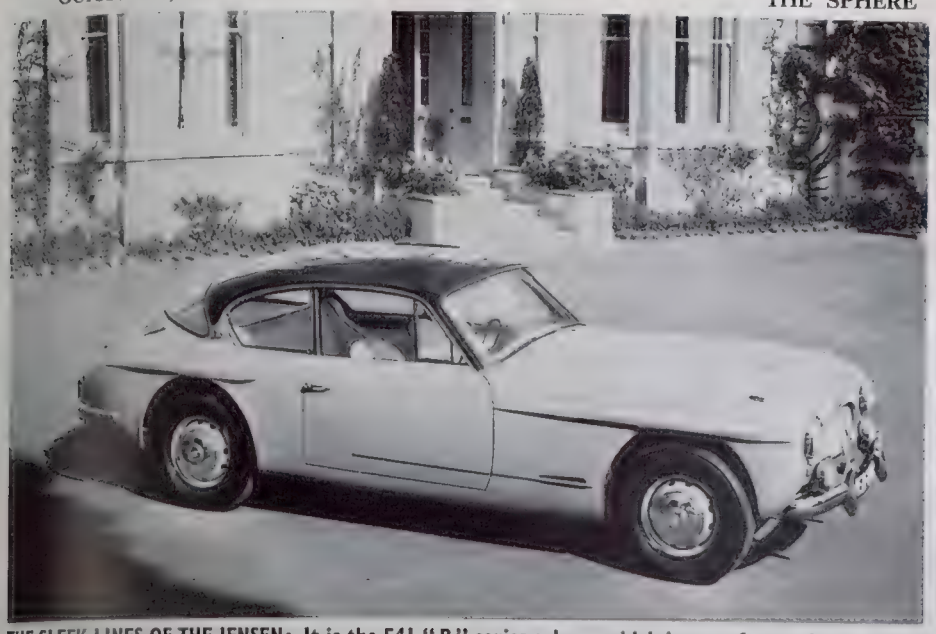
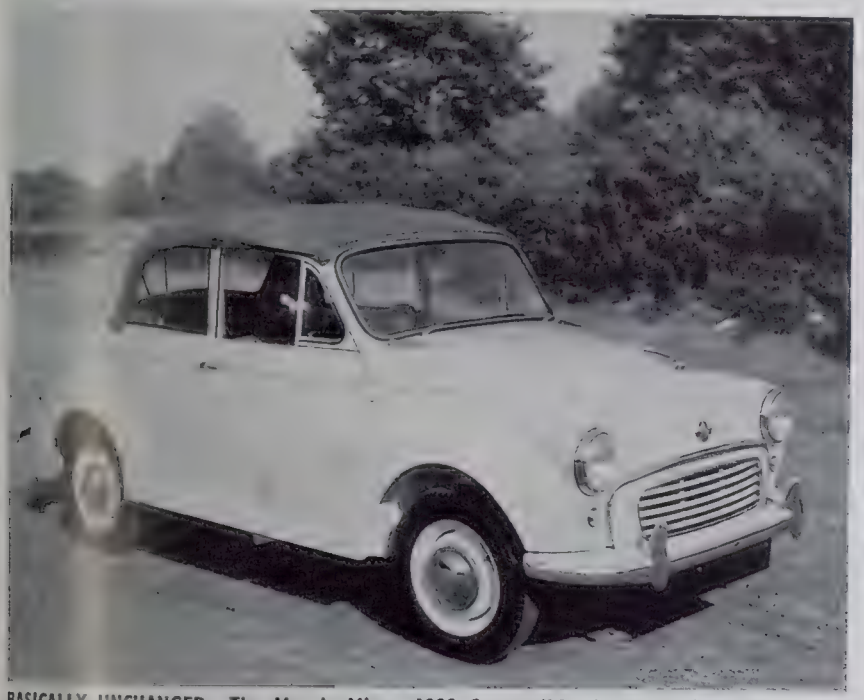


THE SLEEK LINES OF THE JENSEN: It is the 541 "R" series saloon, which is manufactured at the new Lyttleton Hall factory, West Bromwich, of Jensen Motors Limited. Costing £2,707, including tax, the Jensen cruises at over 90 m.p.h. with a fuel consumption of 20 to 22 m.p.g.

SUCCESSFUL IN INTERNATIONAL EVENTS: The Mark III Sunbeam Rapier sports saloon, announced last month, continues on the lines of the former model. The front wheels have disc brakes and the engine gives increased output.

THE 1959 MOTOR SHOW



BASICALLY UNCHANGED: The Morris Minor 1000 Convertible, incorporating a few small modifications, costs £590, including purchase tax. B.M.C. offer a new range of colours for their successful 1000 series, which also includes saloon and estate car versions.

THE DORMOBILE FOUR-BERTH CARAVAN: It is a Martin Walter conversion of the Ford Thames 15-cwt. van. The back seats fold down to form two single beds, which may be slid together to form a double bed, and above are two folding bunks.

THE VAUXHALL VICTOR ESTATE CAR: The 1960 model stands in front of some old houses on the outskirts of Brighton. With purchase tax it costs £858. The only changes made to the Victor, which was re-styled last February, are in the colour range and upholstery.

On right—

THE HUMBER HAWK ESTATE CAR: Retaining the same basic specifications, the car has been modified to give new closer gear ratios for increased acceleration. There is also a new colour range. Accommodating six people in comfort, the Humber Hawk is also available in saloon and limousine models. Optional extras are Laycock de Normanville overdrive and Borg-Warner fully automatic transmission. The price of the estate car, including tax, is £1,411.

THE FORD CONSUL ESTATE CAR: With a flat floor and a folding back seat, it costs £1,078. Optional equipment includes leather upholstery and a heater. There are also Ford Zephyr and Zodiac estate cars with automatic transmission.

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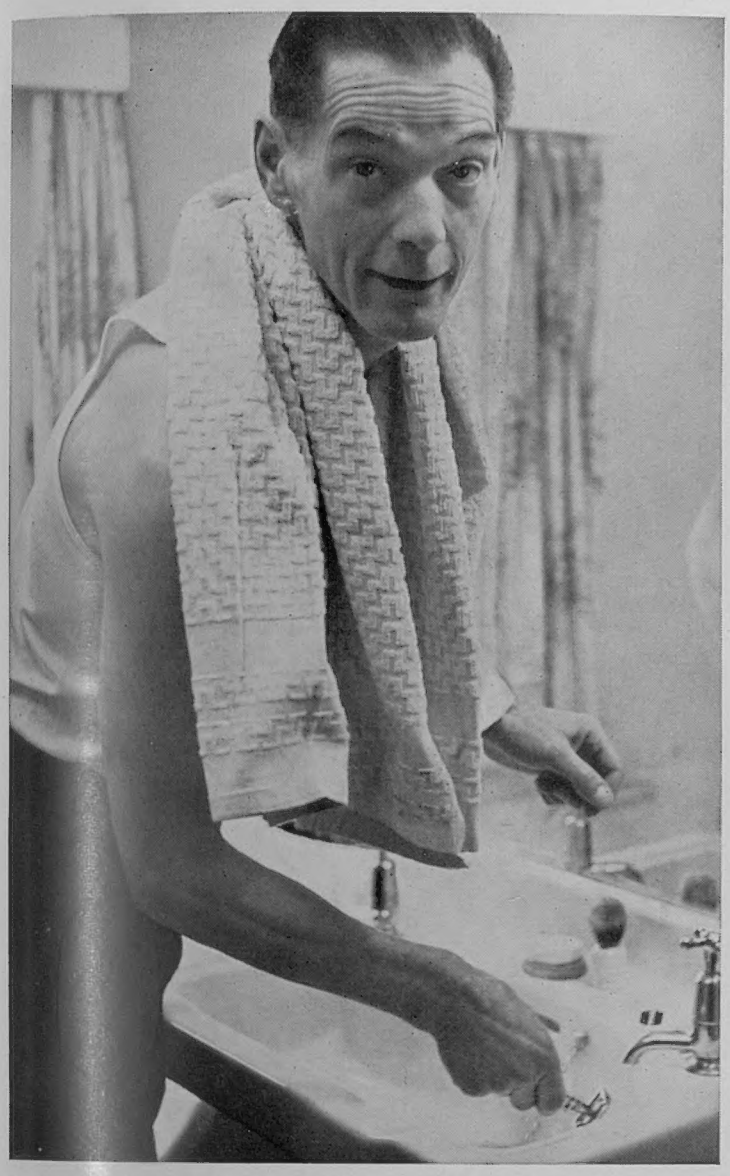


F. H. HAPPOLD *For most of his working life F. H. Happold has been a journalist writing mainly on economic, industrial and financial subjects.*

He has studied the British industrial scene from almost every angle over 25 years, and believes he recognises outstanding business efficiency when he comes across it.

F. H. Happold, distinguished industrial journalist, finds a story behind his morning shave.

A RAZOR BLADE weighs one-fortieth of an ounce. It is 4 to 5 thousandths of an inch thick.

Yet all the razor blades made in a year by the Gillette factory on the Great West Road, Middlesex, use up over 1,500 *tons* of very special steel strip – nearly 50,000 miles of it! Laid one on top of another, a year's output of blades would make a stack 25 times the height of Mount Everest!

Automatic machinery – covering acres of floor – punches, hardens, tempers, lacquers, prints, grinds, strops and hones the blades all day long. And the steel for this rapid continuous production must be as flawless as the finished blade. It must be absolutely uniform.

At one time the supply of this special razor blade steel came from abroad. But a Stocksbridge steel firm tackled the job of producing it and quickly became master of the intricate technique.

NOW IT'S EARNING DOLLARS

Mr. J. F. Kayser, hard-headed North country Gillette metallurgist, was emphatic: "There's no better razor blade steel in the world than the special steel made in Britain."

So good is the British product that even in America the use of British razor blade steel is increasing, thus adding to our dollar earnings.

How was it done? In terms of plant, it meant brand new electric furnaces, rolling mills, instruments and so on, with new buildings to house them. It meant a major research effort. Above all, it called for the closest collaboration between experienced steelmakers and the experts in razor blade manufacture.

To maintain standards, close co-operation has continued to this day. At the steel works and at the razor blade factory the steel is subjected to identical tests. With a material so incalculable as steel, sudden snags can arise. Is it the steel or are the machines responsible? No one tries to pass the buck: the experts are at one in their determination to get at the truth; they exchange visits whenever necessary. All the time the supplier is experimenting in an effort still further to improve the product.

Such is the service which steel users expect – and receive – from Britain's steel firms. In a craft as complex as steelmaking, the customer's needs can often be met only by this sort of close collaboration. The result is that one firm alone may make over 500 different kinds of steel, all developed for different purposes.

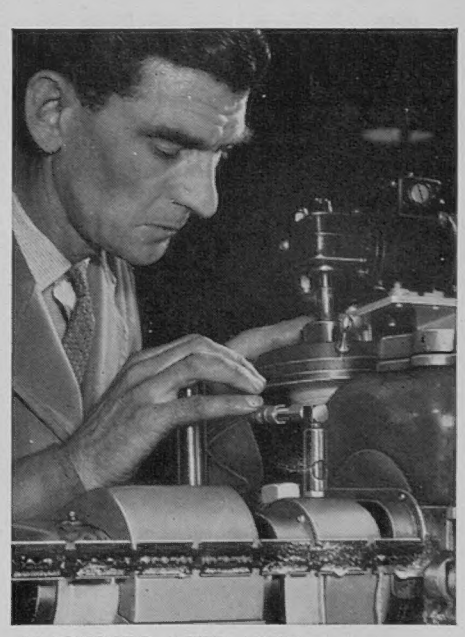
NOT JUST RAZOR BLADES...

The morning shave is but one of the thousands of ways in which special steels enter our daily lives. We use them in vacuum cleaners, washing machines, typewriters, motor cars, hair clips, needles and scissors – and a host of other everyday objects. Each one has probably called on the specialised knowledge and devotion of teams of technologists and skilled workers in both the steelmaking and manufacturing firms.

Britain needs the accumulated wisdom and diverse abilities of every one of her three hundred and more steel companies. Without their ready, informal co-operation with steel users, industrial progress would grind to a halt.

This personal report was invited by the British Iron & Steel Federation, which believes that everyone in Britain should know the facts about steel and about the men who make it.

ROD REVITT, first hand melter at a Stocksbridge steel firm, taps 70 tons of molten steel from an electric arc furnace. This is the first step in making razor blades.



MACHINES LIKE THIS must turn out blades by the million – and to keep them running smoothly the special steel used must be as flawless as the finished blades.

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Inside: rich leather, fine wood, soft upholstery. Touch the starter, and the gentle hum talks about precision engineering. Take it on the road—two-pedal control and power-assisted steering make driving an effortless pleasure. Accelerate, and the push in the small of your back firmly informs you of the power of the big 4-litre engine. Then sweep swiftly to a hundred miles an hour—steady as a rock. And you lean back, confident in the calm authority of those disc brakes. Driving the Star Sapphire is almost too good to be true—you get everything you want without the slightest exertion.

The total price is £2,498 (inc. P.T.). Disc brakes, automatic transmission and power steering are standard features.

THE NEW STAR SAPPHIRE

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BACKED BY THE RESOURCES OF BRISTOL SIDDELEY

Blending the past with the present . . .
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